NAVAL AVIATION NEWS

SPECIAL REPORT:

Naval Air Training Command

OCTOBER 1968

NavAir No. 00-75-3

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READY AND WAITING. . .

. . . in the first light of dawn at Ellyson Field are these Bell TH-13 Sioux's of HT-8. Soon this scene will undergo a remarkable transformation — repeated at air stations throughout the Training Command — as future Naval Aviators and Flight Officers arrive to perfect the many skills that make them a trained force that is 'ready and waiting' for any eventuality.

Editor's Corner

For over a year, in response to letters received from civilian students and veteran fliers, *Naval Aviation News* has been gathering material for a series of articles dealing with current practices and procedures for recruiting and schooling the men who make up the nation's Naval Air Arm.

In April, we requested Commander Gerry Pulley to assist us in a photographic portrayal of the Training Command's end product, the Aviation Officer. In response, photographers were dispatched from his Combat Camera Group to work and live with representative Fleet squadrons. The results were astounding: 4,000 pictures came in!

Such an array presents a major problem of selection, especially in terms of an appropriate cover. Hard-core aficionados of fine looking airplanes voted for spectacular shots of expensive machinery cleaving the skies over azure seas sliced by the phosphorous-flecked wake of a modern super-carrier. We almost succumbed.

But the heart of Naval Aviation is people, and for this issue, it seemed more pertinent to present our key men, the Naval Aviator and the Naval Flight Officer.

PH3 William R. Curtsinger, the photographer of our outside covers (and other portions of this edition), became more than just a professional observer with a camera. To achieve his mission, he literally became a member of the Navy's oldest, continuously operating squadron, Fighter Squadron Eleven. Flying day and night with the world-famous *Red Rippers*, he caught the flavor we sought.

On our first full-color front cover, Curtsinger shows Pilot Ltjg. Raymond Welch, Jr., and his RIO, Ltjg. Norman W. Schleif, Jr., manning their F-4 prior to launch from the USS *Forrestal*. The photo (at left) of Ellyson Field was taken by PH2 Thomas M. Putnam.

Other credits for this issue's presentation are listed on page 38.

NAVAL AVIATION NEWS

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FEATURES

THE STAFF

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NAVAL AVIATION NEWS

CNO Safety Awards Announced

Plaques Third Time for Some Units

In making the announcement of the squadrons leading in safety and readiness, the Chief of Naval Operations pointed out that several squadrons had won the honor several times in succession.

In his message, Admiral Thomas H. Moorer said, "Most noteworthy are the repeat winners: VF-213, VA-192, and HT-8 for the third consecutive year; and VP-5, VS-35, HS-4, and VMGR-152 for the past two years. To these and the other winners Well Done for your significant contributions to aviation safety and accident prevention."

NavAirLant: VF-33, VA-172, VA-75, VS-24, HC-2, VP-5, VA-45, and VAQ-33.

NavAirPac: VF-213, VA-192, VQ-1, VS-35, HS-4, VP-2, VF-124, and VX-4.

FMFLant: VMFA-451, HMM-264, and VMGR-252.

FMFPac: VMCJ-3, VMGR-152, VMFA-314, and HML-367.

CNATra: HT-8 (CNABaTra), VT-31 (CNAVanTra), and from CNAResTra, VF-673, VP-662, HS-822, and VR-662.

MARTC: VMF-112 and VMR-216.

NavAirLant E's are Announced

Carriers, Squadrons, and Units Named

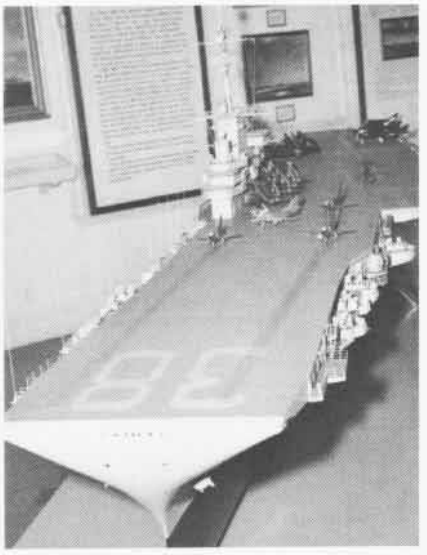
Winners of the Atlantic Fleet Naval Air Force Battle Efficiency Awards for 1967-68 have been announced by Vice Admiral C. T. Booth, ComNavAirLant.

In the "special category" created last year, an antisubmarine warfare support carrier serving temporarily in an attack capacity, USS *Intrepid* (CVS-11) took top honors. USS *America* (CVS-66) was the winner in the attack carrier category, and USS *Essex* (CVS-9) was named best in the ASW support carrier category.

Squadrons winning E's were: VAW-122, HS-3, VS-24, VF-33, VA-35, VA-36, RVAH-9, VP-5, VP-26, and VP-44.

ASW "A" awards for excellence in ASW readiness went to *Essex* and CVSG-54.

Awards to departments of aircraft carriers included: yellow E (air) – *Intrepid, America, Wasp* (CVS-18); blue M (medical) – *Intrepid, America, Essex*; black A (weapons) – *Intrepid, America, Essex*; green E (operations) – *America, Essex*; red E (engineering) – *America, Essex*; and green C (communications) – *America* and *Essex*.



THIS MODEL *of the aircraft carrier USS Shangri La (CVA-38) is on display at the Naval Aviation Museum, NAS Pensacola, Fla. The Puget Sound Naval Shipyard built the perfectly scaled (¼ inch to one foot) ship.*

Six Auxiliary Stations Upgraded

Placed under Command of CNATRA

Six auxiliary air stations within the Naval Air Training Command have been redesignated naval air stations and placed under the command of the Chief of Naval Air Training. The stations redesignated are Chase Field and Kingsville, Texas; Meridian, Miss.; Whiting, Ellyson, and Saufley Fields, Florida.

Marine Squadrons Redesignated

F-4J Phantoms Replace F-8 Crusaders

Two West Coast Marine fighter squadrons, VMF-212 and VMF(AW)-235, have been redesignated fighter attack squadrons. F-4J *Phantoms* have replaced F-8 *Crusaders* in the squadrons.

The new designators, VMFA-212 and VMFA-235, reflect changes in mission and capabilities.

Weather Awards are Announced

Aircraft Carriers Rank High on List

Six aircraft carriers and seven air shore establishments have been awarded 15 of the 21 Naval Weather Service Awards for 1967.

Lt. Charles J. Hudock, USN, won an outstanding contribution award for "exceptional accomplishments" in applying environmental sciences to patrol antisubmarine systems.

USS *Enterprise* (CVAN-65), USS *Franklin D. Roosevelt* (CVA-42), USS *Guam* (LPH-9), and USS *Tripoli* (LPH-10) won outstanding performance awards for ships, while Fleet Weather Central Guam, and Naval Weather Service Environmental De-

tachments at Cubi Point, R. P.; Glenview, Ill.; Kingsville, Texas; and Imperial Beach, Calif., won shore awards.

The highest over-all proficiency award for ship surface observations went to USS *Saratoga* (CVA-60). The detachment at Atsugi, Japan, won the station award.

Excelling in upper air observation for all categories was USS *America* (CVA-66). She also was designated the most proficient in the major ship category. Key West's detachment was the most proficient shore station.

Boresighting Tool is for Carriers

To be Used on A-7 20mm Gun System

A versatile tool which will permit short-range boresighting of the A-7 *Corsair II* 20mm gun system by personnel aboard aircraft carriers is being produced by LTV Aerospace Corporation, Dallas.

Because of the lack of space on the carrier hangar deck, Navy aircraft now must be ferried to land bases where long-range boresighting support equipment can be set up.

Besides being used to boresight the two 20mm guns in the A-7A, the new tool can perform precision checkouts on the gunsight, forward-looking radars and other avionics systems, external store pylons, and forward-looking cameras.

The short-range boresighting equipment weighs about 300 pounds, one-tenth of that required by the long-range method.' It can be carried in three cases for optical telescopes and other optical equipment, with three lightweight frames. Two are mounted on the nose to hold the checkout gear and one in the cockpit for gunsight alignment.

Boresighting with the new tool takes about an hour and a half with two men as compared to eight hours or more with the long-range systems which require a plane to be out of operation for some time while being ferried to a land base.

Reduction in Force is Scheduled

Eight Air Units Face Inactivation

Eight Naval Aviation squadrons with approximately 100 antisubmarine aircraft will be inactivated under the requirements of the FY 1969 Revenue and Expenditure Control Act. This will accompany the inactivation of 50 U.S. Navy ships, most of them small combatants, auxiliaries, and amphibious ships of WW II construction.

Fleet strength in support of military operations in Vietnam will not be reduced by these actions. The ships to be inactivated are divided between the Atlantic and Pacific Fleets, 32 and 18 respectively. One of the ships is the ASW support carrier USS *Randolph* (CVS-15), built in WW II.

Nearly 1,000 officers and almost 12,000 enlisted personnel will be rotated to other assignments to meet current Navy requirements, but the net result of these inactivations will be the reduction of approximately 13,000 personnel in total strength.

The squadrons include two patrol squadrons, VP-18, inactivated on October 1, and VP-23, to be disestablished on December 1. The remaining six squadrons compose two carrier antisubmarine air groups, one on the West Coast and one on the East Coast: VS-23, VS-25, and HS-8 (CVSG-55), and VS-34, VS-39, and HS-9 (CVSG-60). All were inactivated on October 1 except HS-8, scheduled for December 31.

A U.S. ARMY *CH-54A Sky Crane lifts a disabled Navy SH-3 Sea King from the deck of guided missile frigate USS Jouett (DLG-29) in the Tonkin Gulf. Navy helos operate from the decks of destroyers to rescue aviators. The Army craft took the helo to a nearby repair facility. Later the SH-3 Sea King returned to its primary mission of search and rescue.*

VW-1 Wins Unit Commendation

Weather Recon and AEW are Cited

Airborne Early Warning Squadron One has been awarded a Meritorious Unit Commendation for weather reconnaissance in the Pacific and airborne early warning support to U. S. Seventh Fleet units in the Tonkin Gulf.

Rear Admiral Carlton B. Jones, ComNavForMarianas, presented the award to VW-1's C. O., Commander F. H. Roth, at NAS Agana, Guam.

VW-1 was cited for making 269 of 274 fixes assigned by the tropical cyclone reconnaissance coordinator and for establishing, on their own initiative, the locations of 80 potential storms from July to December 1967.

The squadron also provided enemy air and surface surveillance and communications and radar relay service to surface units in the Tonkin Gulf.

Modern Barracks for NAS Corpus

Old WW II Buildings are Torn Down

World War II barracks for enlisted men have been torn down at NAS Corpus Christi to make way for the construction of a complex of air-conditioned structures. The wooden barracks, originally intended for temporary use, have served thousands of sailors for over 20 years.

The new buildings, which will house a total of 504 men, are scheduled to be completed in July 1969.

There will be master TV antenna jacks in every room. Each floor of the barracks will have a 27x16-foot lounge as well as reading rooms and coin-operated laundry rooms.

Each room will berth four men; a partial divider will afford privacy.

GRAMPAW PETTIBONE

Whoa, There!

A UH-2C was launched for a local test hop from an attack carrier after maintenance for discrepancies with left cyclic control. As the pilot made a left clearing turn after takeoff, he informed the tower that control malfunctions were still present. He requested immediate landing.

On the approach, the *Seasprite* started to roll right with full left cyclic. The pilot executed a climb to miss the ship's superstructure and began a partially controlled ditching. The helo hit the water 20 degrees right wing down with the flotation bags inflated. Full left cyclic would then hold the aircraft level, so the pilot proceeded to water and air taxi to the port side of the ship. He then lifted off and maneuvered the errant beast to a safe landing on the flight deck. Cyclic trim ran full aft during the landing.

Grampaw Pettibone says:

A mighty cool cucumber was at the controls of this one. The superior airmanship demonstrated by this pilot is noteworthy. That machine tried its best to get away from him, but he just wouldn't let it. He faced a mighty tough decision after getting that wild beast onto the water: Should he try to fly it back aboard and maybe lose control again, or should he shut it down and perhaps watch it turn turtle and sink?

You can't argue with success, so we'll leave it with this thought: The facts should be weighed, the decision made, and the rules obeyed. It's much easier to be critical than correct.

Some Birds Don't Fly

Two lieutenants (junior grade) and two crewmen were assigned a COD (Carrier Onboard Delivery) mission in a US-2C to deliver nearly 1,300 pounds of cargo. An installed Mk 8 tow reel in the aircraft weighed 790 pounds.

At an intermediate fuel stop, a small oil leak was discovered in the starboard engine nacelle, but the lines were found to be secure and the oil tanks were topped off. The amount of oil added indicated normal consumption on both engines.

The one-and-a-half hour flight and landing on board the CVS went smoothly. Cargo was off-loaded and the aircraft was reloaded with 1,114 pounds of freight and mail for delivery ashore. The crewmen carefully post/preflighted the starboard engine compartment oil lines. Everything was secure. The oil dip sticks were also checked; topping off was not required.

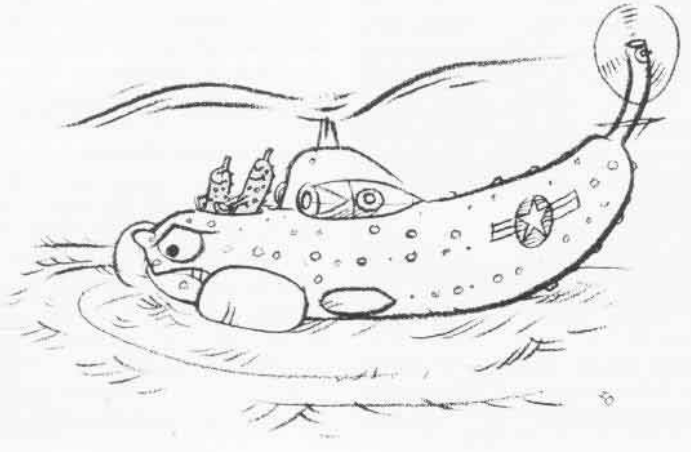
Passing 6,000 feet during climbout after catapult from the carrier, the copilot reported that a considerable amount of oil was leaking from the starboard engine around the propeller dome assembly; oil pressure was still normal, however. The pilot immediately headed back for the CVS, a distance of 26 miles.

Upon receiving the call from the returning COD, the ship immediately started a turn back into the wind. The deck was respotted forward and made ready for recovery by the time the aircraft was eight miles away. Clearance was given for a modified straight-in approach. The wind was down the angle at 28 knots.

When power was reduced aboard the US-2C for descent, the oil leak seemed to subside. Between ten and six miles out, the aircraft was prepared for landing. Full flaps were lowered, the landing gear was dropped and power added. The increased rpm and manifold pressure intensified the oil leak, and the oil pressure started to drop rapidly.

The pilot intercepted the glide path slightly high and commenced his approach. At approximately one mile, the oil pressure fluctuated violently, dropped to ten psi, and the propeller began to overspeed.

The starboard prop was immediately feathered and transition made to a single engine approach. Flaps and gear remained fully down. As the



ILLUSTRATED BY Osborn

approach continued, the plane started to settle. Power was added on the port engine several times in response to the LSO's calls. The S-2 arrived at the ramp with full throttle.

At the cut, although the pilot reduced power, the nose of the aircraft came up, and the S-2 floated up the deck. The LSO called,"Land it! Land it!" The nose dropped and the plane touched down beyond the crossdeck pendants.

As the LSO called,"Bolter, Bolter," the pilot added full power on the port engine. The aircraft left the deck under full control, wings level, and climbed a little. The landing gear was retracted and the flaps left fully down.

The then doomed S-2 started gradually losing altitude until it struck the water 23.5 seconds after leaving the deck, about one half mile ahead of the ship.

As soon as the aircraft came to a stop, all the crew exited through the overhead hatches. Rescue was accomplished on the double by one of the carrier's helos.

Grampaw Pettibone says:

Oh, my achin' blood pressure! These guys just plain doped off. With a combined total of over 1,000 hours in S-2 aircraft, you'da thought they'd know a little more about single-engine flight characteristics than they demonstrated.

I can't find fault with the decision to return to the ship. Considerin' the distance to the beach and uncertainty of future behavior of that starboard engine/propeller, it was a wise decision.

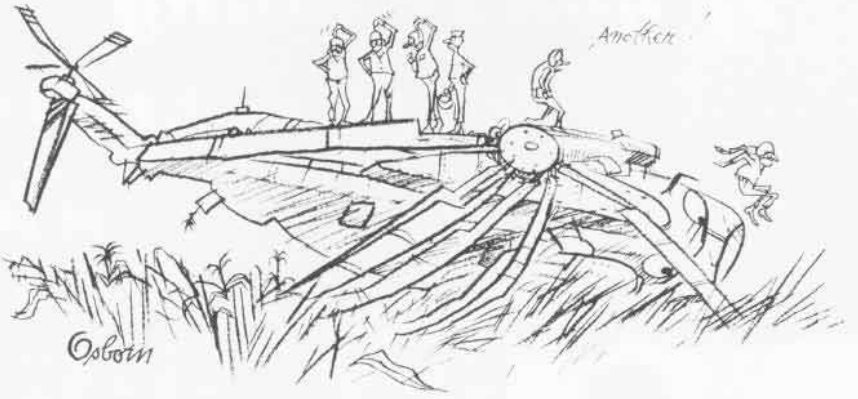
What happened after the engine quit, however, is just too durned much—or should I say just not enough? Where were these guys when the emergency procedures briefings were given? Hadn't they ever been in an OFT? The pilot stated that he "thought it would fly" on one engine with the gear down and full flaps. The copilot said he didn't know if it would or not. And he a designated plane commander, too! Simple ignorance is not knowing; compound ignorance is not knowing that you don't know.

NATOPS plainly recommends 2/3 flaps for single engine approach and 1/3 flaps for a bolter. It's a cryin' shame that two "fully qualified" pilots would show such disregard for a few simple procedures so critical to the continued flight of their aircraft.

This isn't the first time this sorta thing has happened. There are several pilots and crews who aren't around any more, because they didn't know what to do when an engine quits.

From the Sublime to the . . . .

Two pilots and four crewmen in a Marine CH-53A were scheduled for a heavy lift mission at a high-altitude, mountainous training area near a West Coast air station. The aircraft assigned for the flight had an inoperative stick trim.



Takeoff from home station was at 0800 with an IFR departure to "on top" at 2,700 feet mean sea level (msl). The *Sea Stallion* then proceeded to the mountainside landing zone at 8,300 feet. A man was picked up, and the flight continued on to evaluate a small site at 6,000 feet msl where an electric generator was to be externally delivered. After completing the evaluation, they flew back to the 8,300-foot zone, and two crewmen disembarked. After takeoff, an approach was made to pick up the 3,000-pound generator. It took three attempts to lift the generator and then six more approaches to deliver it to the 6,000-foot site.

The H-53 then flew to a mountain top site at 8,500 feet where an electronics van was externally lifted to the 8,300-foot landing zone. The crew then landed in front of the van, so that it could be loaded internally for delivery to an air station.

It took a while to load the van, other cargo, and passengers aboard. And so, after completing this arduous day's session so successfully, the flight departed for the air station. Since the weather was still overcast on the coast, an instrument approach was required. Approach Control said there would be a slight delay, so the pilot slowed the flight to 90 knots. After a turn-away from the field, he finally received clearance for the approach. While descending through the overcast, the copilot, who was flying the plane, experienced vertigo, so the pilot took the controls, completed the approach and broke out at 1,200 feet.

The landing was made with 100 pounds of fuel indicated in each tank. Cargo and passengers were off-loaded, and the pilot called for takeoff to return to home field, a distance of only five miles.

At takeoff, 1035 local time, fuel indicated only 50 pounds in each tank. About one minute later, as the big helicopter crossed the field boundary, one of the engines flamed out. The pilot started a right turn and began looking for a place to land, knowing the other engine would flame out momentarily. Rotor rpm started to decay as the other engine quit, and the aircraft descended into a cornfield. Flare was rather high, and the *Sea Stallion* landed hard, shearing the nose gear. It then rolled over on its right side and came to rest.

The crew exited the aircraft through the left cargo compartment escape hatch. They were picked up shortly by the air station SAR helicopter; one passenger was slightly bruised.

Grampaw Pettibone says:

It's enough to make a grown man cry. This highly skilled, well respected Naval Aviator was just completing an extremely demanding and difficult mission. He then blew it all by running out of fuel on takeoff from a fully equipped air station because "in my opinion sufficient fuel remained to make it."

As the old saying goes, "Pride goeth before a fall." It seems he didn't have any fuel chits with him. It would'a been a bit embarrassing to have to refuel without them.

The copilot might have made a comment or two on the subject before it was too late. You gotta keep the pilot on his toes. That's what a copilot is for.

If you're going to be something, why not be...

Photo by PH2 Kauls

Each year the Naval Air Training Command graduates more than 2,200 Naval Aviators and 900 Flight Officers. These highly trained specialists of the nation's defense team become respected members of the aviation community.

SOMETHING SPECIAL!

Naval Aviation Officers are not born, they are made – by methods perfected over a span of more than half a century, which mold the cream of American youth into the finest Aviators and Flight Officers in the world. Naval Aviation News examines the process.

Somewhere in the South China Sea, the pilot of a supersonic *Phantom* fighter braces himself for a steam-propelled launch into a cloudless sky. At the same moment, the pilot of an *Intruder* attack bomber is jerked erect as his plane's tail hook is caught by the carrier's arresting gear.

On the other side of the world, the crew of a giant *Orion* patrol plane stalks an undersea prey through angry Atlantic seas as a hovering *Sea King* antisubmarine helicopter trails a sophisticated listening device into a darkening sea stain.

Whether in fighter, attack, patrol planes, or helicopters – as a Naval Aviator or Flight Officer, it makes no difference – the men of this select group have one thing in common, pride in and dedication to their Navy Wings of Gold. They share another bond – their beginning. For all aviation officers have had to prove themselves in a succession of schools and specialized training programs. It wasn't easy, and some say they'd hate to do it over again – but they all insist that the men who follow them qualify in exactly the same way.

The reason is simple. Naval Aviation is based on mutual trust and confidence, a certain dependence on the other members of the team. A day may come when the chips are down, when there's a multimillion-dollar, complex machine strapped to your back. You have not only to perform your mission but also get home safely. That's a poor time to find you can't cut the mustard.

So it's found out earlier when nobody's going to get hurt. Eventually you realize the training is designed to prepare the individual to handle any situation that may arise. It's a good feeling.

Here they come, from the length and breadth of the land – "bright-eyed and bushy-tailed," with stars in their eyes and visions of sleek, screaming jets in their minds. Most are fresh from a college campus, some are from the Fleet, but all are disappointed to find they can't just leap into a cockpit and zoom off into the blue. First, there are things to learn and qualities to be developed.

The embryonic aviator soon discovers that his new way of life is geared to a single purpose of future flight and that all naval air training begins on the ground. The new youngster from the wheatlands of the Middle West or the steel canyons of the cities now has the opportunity he sought. He will be taught to succeed – to win – and only then will he be ready to join the ranks of this exclusive fraternity and become an integral part of Naval Aviation.

On the following pages, let's see how he does it.

Photo by PH1 Martin

AVIATION SCHOOLS COMMAND

PENSACOLA

Photo by PH1 Richwine

Annapolis of the air, this is where it all starts. Here, since 1914, at the "cradle of Naval Aviation," motivated young men have learned to walk and talk again in a new way of life. The eager student flier finds, perhaps to his consternation, that his first cockpit is a desk, his first flight, close-order drill.

Emphasis on attention to detail develops habits and reaction patterns that later will determine the degree of success of his mission. Intensive indoctrination forges, through precept and example, the mental, moral, and physical development of the Navy's future aviation officers.

Principles of flight, engines, navigation, leadership, moral orientation, discipline, customs, and courtesy – each subject in the Aviation Schools Command is designed to prepare the man who flies for the task ahead.

During his weeks in a training battalion, the student is under constant observation and is graded on every single thing he does. For example, as a test of his fortitude, obstacles are put in his path. Does he quit or does he show the determination necessary to get the job done? Some day, his safety and the lives of his teammates may depend upon how well he learned his lessons at Pensacola.

Photo by PH1 Richwine

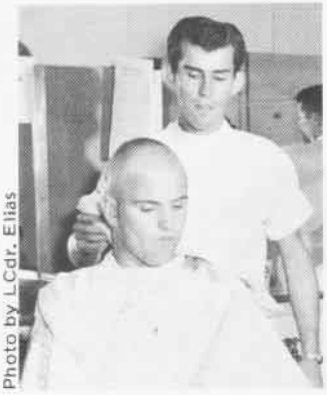


Photo by L.Cdr. Elias

IN BUSY *first days, the candidate undergoes a complete physical and a transformation into a military man.*

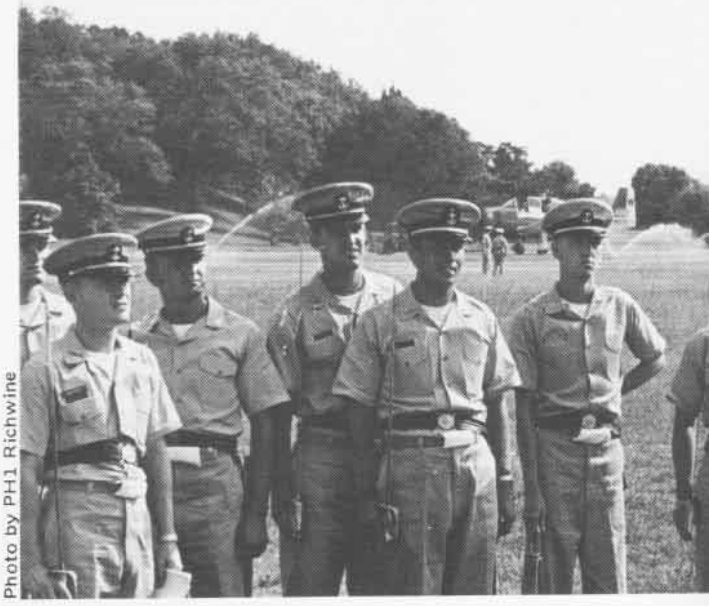
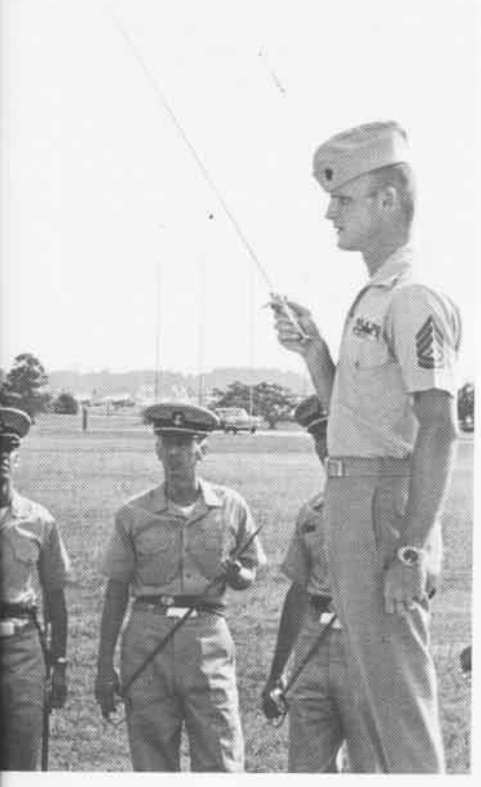


Photo by PH1 Richwine

SWORD DRILL – *Marine instructors are responsible for development of leadership qualities in classic tradition.*



FLIGHT SURGEON *(R) checks sensors on an assistant at School of Aviation Medicine.*

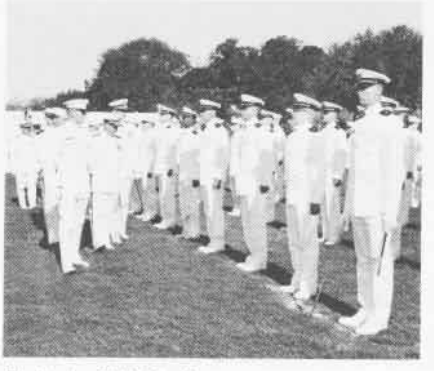


Photo by PH1 Martin

Two hundred and fifty classroom hours of aviation sciences, complemented by precise military instruction and administered under the concept of future practical application, make for full days of learning – and a certain newfound feeling of accomplishment. During this period the student has the opportunity to assume positions of authority and to rise through his class rank structure.

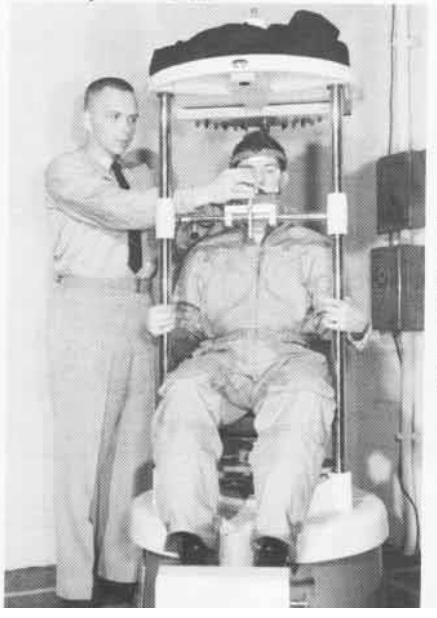
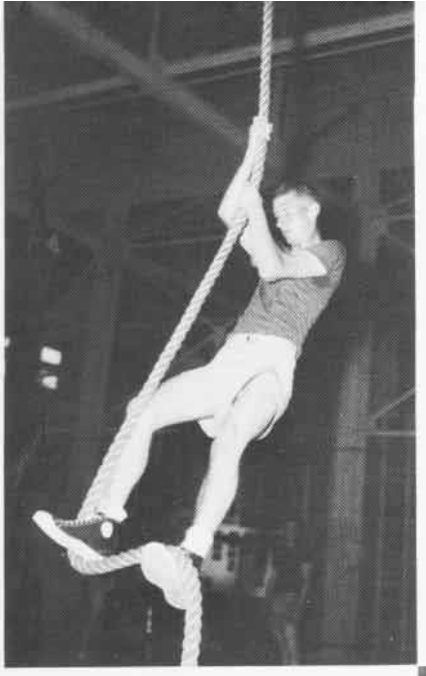


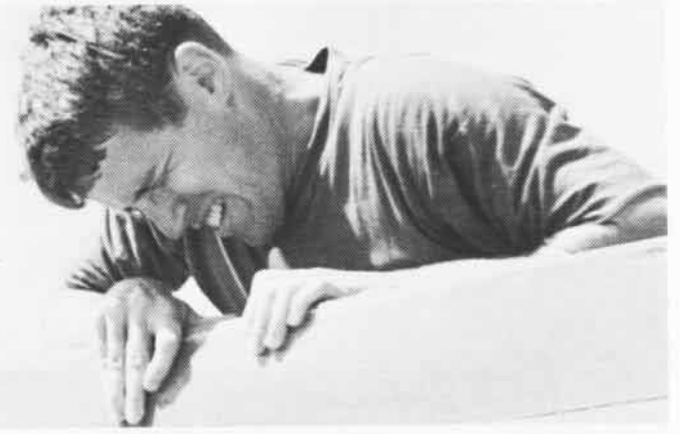
Photo by PH1 Bell

HOMEWORK, *too – and it takes all the time to "taps" to get lessons done.*

Grunt, Groan... and Try Harder!



Whether he's on the rope climb or jogging with his classmates or enjoying the use of the trampoline, the student is acquiring essential virtues: agility, endurance, and confidence.

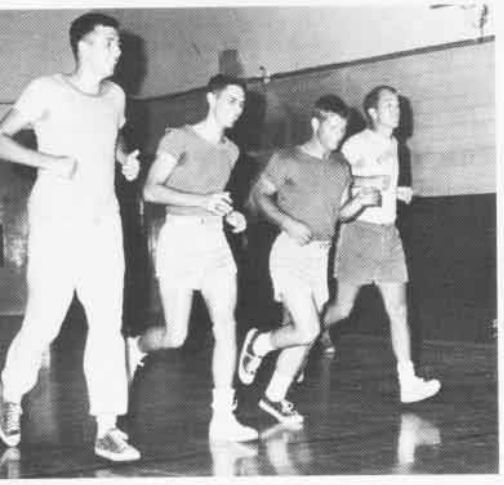


Over the top, but it's not easy.

Endurance is the goal. Physical training is tailored directly to the needs of the neophyte pilot who will find the requirements of Naval Aviation today as demanding as they are exciting. To meet them, the student needs a properly conditioned body and a trained wide-awake mind.

Along with continuing exercises and calisthenics, survival and self preservation tactics are practiced.

Obstacle courses, cross-country runs, and repetitive exercises on chinning bars are designed to force the student to exert maximum effort. Just when he thinks he cannot do one more push-up or run one more yard, his instructor instills additional incentive. The young man discovers resources he never knew he had, and he achieves *more* push-ups, runs *more* yards, and by so doing, he makes the grade.



Some find the going rough at first. But they improve with time.

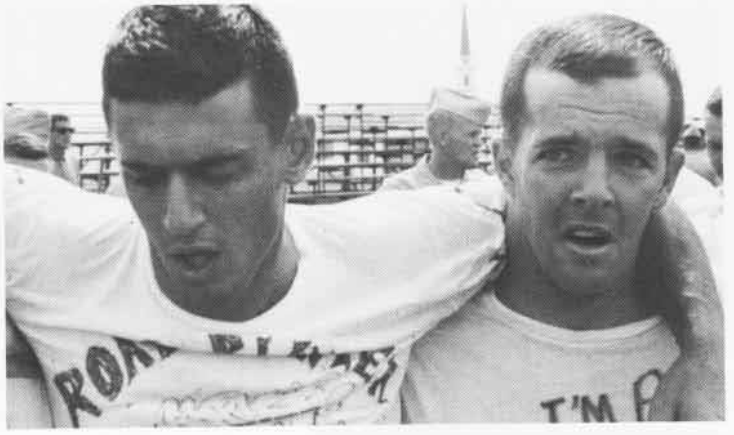


Photo by PH1 Richwine

PENSACOLA'S GOSLING

Over the years, the Navy flier has enjoyed the reputation as an expert practitioner of the finer things in life – whether in his manner of operating complex machinery or in the more subtle role as his nation's representative and ambassador of good will. The pursuit of social graces, adroit gentlemanship, and the art of effective personal presentation find ample proving grounds on Pensacola's snow white beaches and student officers' clubs.*

**NANews* was unable to determine the specific curriculum hours devoted to this course and concludes that life-long study is involved.

The Lighter Side

It's not all work and no play in Pensacola, famed as a place in the sun. During rare moments of relaxation, student officers can take to the waters of the Gulf, use recreational facilities or enjoy the company of young ladies from nearby cities and colleges.

PRIMARY VT-1

Out of the nest at last, the fledgling pilot finally flaps the wings of his first T-34 *Mentor*. Under the baleful eye of his flight instructor (a voluble veteran with a heart of titanium), the student learns to get it off the ground and back again without damaging government property or himself. After about 12 flights, hours of briefings, and inspiring discussions on the avoidance of self-destruction (by his "The-Fleet-was-never-like-this!" instructor), he finds himself ALL ALONE in the little bird! And it works out fine – to become one of those seldom equalled, rare thrills of life.

Photo by PH3 Gray

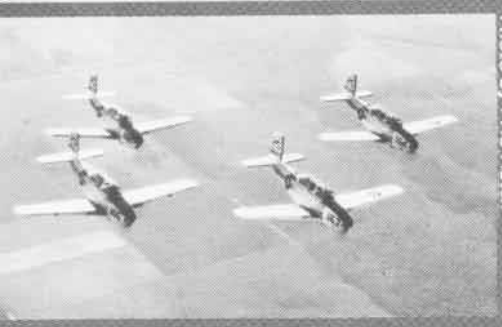


Photo by PH3 Hatch

Photo by PH1 Richwine

BASIC

Having learned to crawl at the Schools Command and walk at Primary, the student aviator now begins to run. And for the propeller devotee, the T-28 *Trojan* is the pacesetter. The two squadrons at Whiting Field, VT-2 and VT-3, provide 23 weeks of precision and aerobatic flying, instruments, radio, formation, and night navigation. The syllabus also includes more hours of classroom study and training in instrument flight simulators.

While the prop students are training at Whiting, the future jet pilots are undergoing a similar cycle at Meridian, Miss., in VT-7 and VT-9. The courses are almost identical; only the environment and aircraft differ. In the T-2

Photo by Hysong

Photo by PH1 Richwine

THE T-28 *basic propeller trainer, shown above with Navy and Marine Corps students, has performance similar to early WW II fighters. Successful carrier qualifications (below) complete this training phase.*

Photo by LCdr. Bienstadt

TRAINING

Buckeye jet, cruising at speeds in excess of 500 mph at 30,000 feet becomes routine. The pace increases, with on-the-job training in aerology, communications, engineering, and special weapons.

Both jet and prop students are required to make landings aboard an aircraft carrier at sea. At carqual training units, they practice for weeks on appropriately painted runways equipped with a mirror optical landing system. Once proficient in tailhook technique ashore, they apply their skills to the deck of a carrier cruising in the Gulf. Eight landings later, they're ready for advanced training in higher-powered, Fleet-type aircraft.

JET CYCLE *at Basic includes gunnery. Student (above) checks arming of T-2. Below, jet pilots congratulate each other after a good session out on the ship. Now they're off to Texas and the Cougar.*

Photo by PH1 Richwine

Remember When?

Naval Aviation News **published this picture of an instructor watching his student mount a** ***Bearcat*** **for the first time. Observe his crossed fingers.**

During World War II, it seemed as if aviators could only talk with their hands. Things haven't changed, as evidenced by recent photo below.

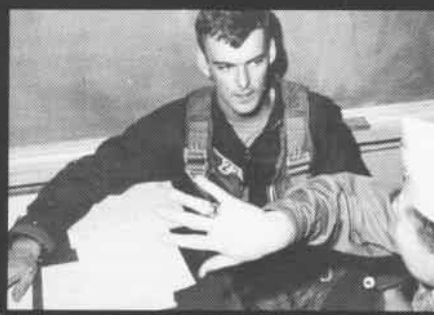


Photo by PH1 Fennell

Graduate School in TEXAS

Photo by PH2 Kauls

MULTI-ENGINE *propeller training at NAS Corpus Christi, Texas, starts on the ground (right) and then moves to the cockpit of the Fleet-type, antisubmarine TS-2 Tracker (below). Within six months, the pilot returns to carrier qualifications. As the work makes greater demands, good rapport between pilot and his instructor is essential.*

Photo by PH2 Kauls

In the Advanced Training Command at the Naval Air Station, Corpus Christi, Texas, the now capable pilot, who is destined to fly the Navy's long-range patrol, antisubmarine, or logistic support aircraft, undertakes about 20 weeks of multi-engine training. Along with 70 flights (140 hours), the syllabus includes 100 hours more of advanced engineering, instrument navigation, flight rules and regulations, weapons, and leadership.

After another siege of carrier qualifications in the Gulf of Mexico, this time in a high-powered, operational type *Tracker* and upon the completion of his advanced courses, the student is designated a Naval Aviator. The Wings of Gold are achieved after extensive and, sometimes exhausting, training.

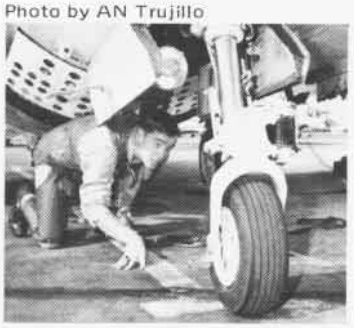
Photo by AN Carlson

Advanced jet trainees fly the sweptwing TF-9 at naval air stations in Kingsville or Beeville. As the student progresses through phases similar to that of the prop pilot, he sharpens his navigational skills with cross-country flights in the 550-mph fighter. He launches live rockets and missiles and hits targets with cannon fire. Once proficient in high-speed, high-altitude tactics, ordnance delivery, and ground-controlled intercept procedures, he looks forward to qualifying aboard the ship in a *Cougar*, probably the same carrier he used months before.

The Chief of Naval Air Training conducts weekly ceremonies for the designation of the newly qualified members of the Navy's select group. Gaining the wings of a Naval Aviator proves that the wearer has successfully completed the finest and most rigorous flight training in the world. He stands ready to take his place on the Navy's air-sea team.

Photo by PH1 Bell

Photo by AN Trujillo



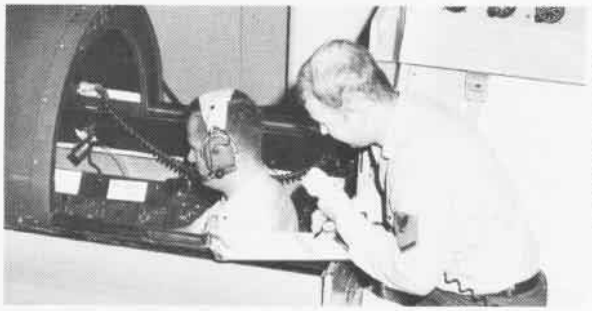


Photo by PH2 Thomas

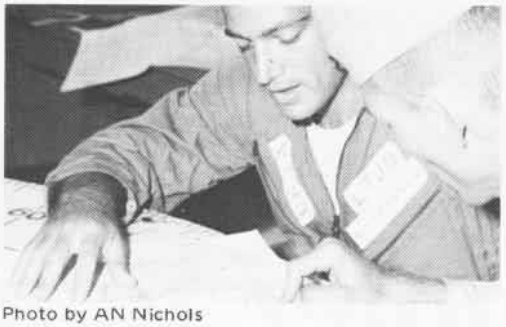


Photo by AN Nichols

Photo by PH1 Fennell

In photo at top, flares are fired to "wave off" an incoming student; the reason could be a stray cow on the runway. At center left, the instructor uses enlarged instrument model as a classroom aid. Center, a pilot at Chase Field inspects the nose gear of his Cougar during preflight inspection, while another student receives instruction in the flight simulator. At lower center, a Marine instructor helps a student plan a cross-country hop. Above, students are on the way to jet line for an afternoon flight. At left, a Cougar leaves deck of the USS Lexington during carrier qualifications.

Photo by PH3 Foelster

HT-8

After Basic Flight Training in the T-28, students may choose to train for the specialty of helicopter flight. Navy, Marine, and Coast Guard chopper pilots receive the complete course in 11 weeks at Ellyson Field, Pensacola, the Navy's only facility for training in rotary-wing aircraft. Some of the students enrolled are combat veterans with thousands of hours of experience in fixed-wing airplanes.

However, at HT-8, it's back to the classroom to master 150 hours of a different concept of aerodynamics. There are new systems and procedures to be learned.

During 70 hours in the air, the students fly the TH-13 *Sioux,** a primary helicopter trainer, and then the advanced H-34 *Seabat*. At left, an instructor-flight student team maneuvers their "Bell" according to the hand signals given by a plane captain at Ellyson.

Once they have attained proficiency, the trainees concentrate on operational tactics. Vertical envelopment, search and rescue, and anti-submarine warfare – for all of which the helicopter is employed – are emphasized.

*The Bell TH-57 *Jet Ranger* replaces the *Sioux* this fall as HT-8's primary trainer.

Helicopter Training

Photo by PH3 Foelster

A TECHNICIAN *(above) assists a helicopter student in the 2B18 synthetic trainer. At right, H-34's from Ellyson fly plane guard for Search and Rescue (SAR) missions from the USS Lexington (CVS-16) as the students qualify for carrier landings.*

THE NAVAL FLIGHT OFFICER

Whether side-saddle in the A-6, back-seat driving in the F-4, navigating a P-3 across the seas or performing any of the other myriad tasks requiring specialization in electronics, meteorology, and associated fields vital to the conduct of modern naval air operations, the Naval Flight Officer—more than 7,300 have that designation—is an indispensable man.

Photo by PH3 Bonner

Probably most well known for his role as Radar Intercept Officer (RIO), the Naval Flight Officer student trains in the F-4 Phantom II at Glynco, Ga. In the photograph at right, the Pilot/RIO team assumes an out-of-this-world appearance as their Phantom heads for the runway for an intercept mission.

During World War II, it was not uncommon for a fighter or attack pilot to be justifiably proud of his ability not only to pilot his aircraft, but also to serve as his own bombardier, navigator, and evaluator of data supplied by antisubmarine detection devices.

Later, the sophistication of high performance aircraft and the rising costs of pilot training created the need for increased specialization – more help in the cockpit. To solve the problem, there was introduced in 1959 a new breed of airman who became known as the Naval Flight Officer (NFO).

Serving as the pilot's partner, the NFO is trained as the expert practitioner of electronic arts and navigation, correlating data for its tactical application. While he initially undergoes the same indoctrination and ground training as his pilot counterpart, his over-all complete training is accomplished at one-fourth the cost. At the point where the student aviator goes off to master the operation of airplanes, the NFO at VT-10 embarks upon a 16-week concentrated course of academic and flight instruction: Over 500 hours of electronics, radar, computers, navigation and communications, meteorology, fleet operations, air intelligence, and leadership. He flies in both conventional and jet aircraft to gain new skills.

Depending on his specialty, the NFO takes further training at Corpus Christi in advanced navigation or at Glynco, Ga., where the Air Technical Training Center offers courses for the Airborne Controller, Electronic Countermeasures Operator, Tactical Data System Operator, Antisubmarine Tactical Coordinator, Jet Navigator, and Radar Intercept Officer, called RIO.

To fill associated billets in the Navy's air arm, specialized training is conducted at various locations for both Naval Flight Officers and their non-flying associates. Some pilots train as Landing Signal Officers while other officers become experts in air intelligence or skilled aircraft maintenance specialists.

WITHIN the Naval Air Technical Training Command, students receive maximum personal assistance. At the Aircraft Maintenance Officers School in Memphis, the 16-week course trains them for Fleet billets. Power plants operation is in the course.

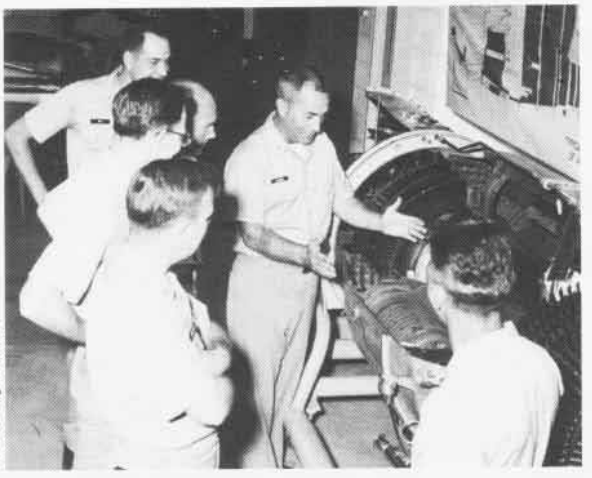
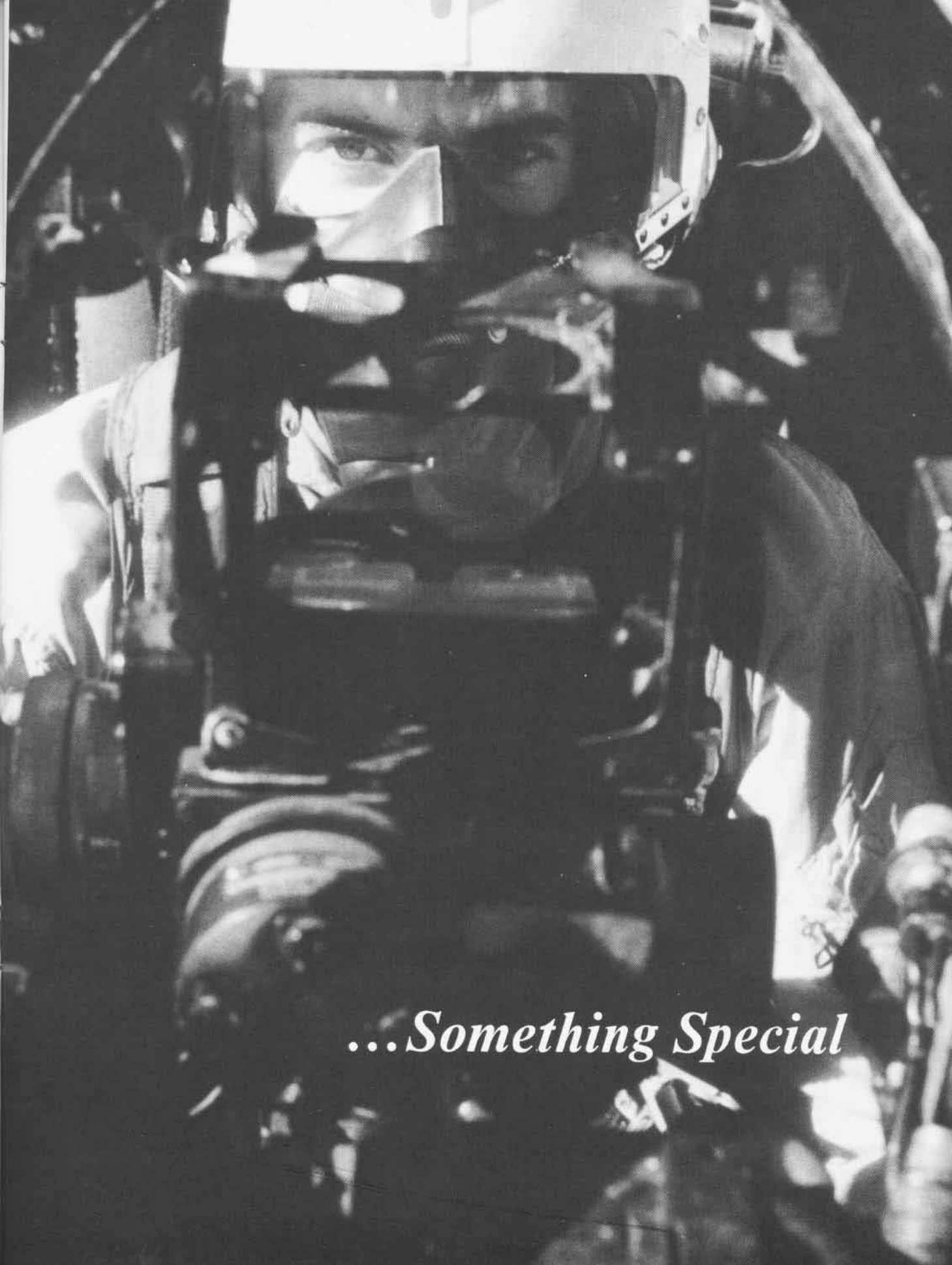


Photo by Waller

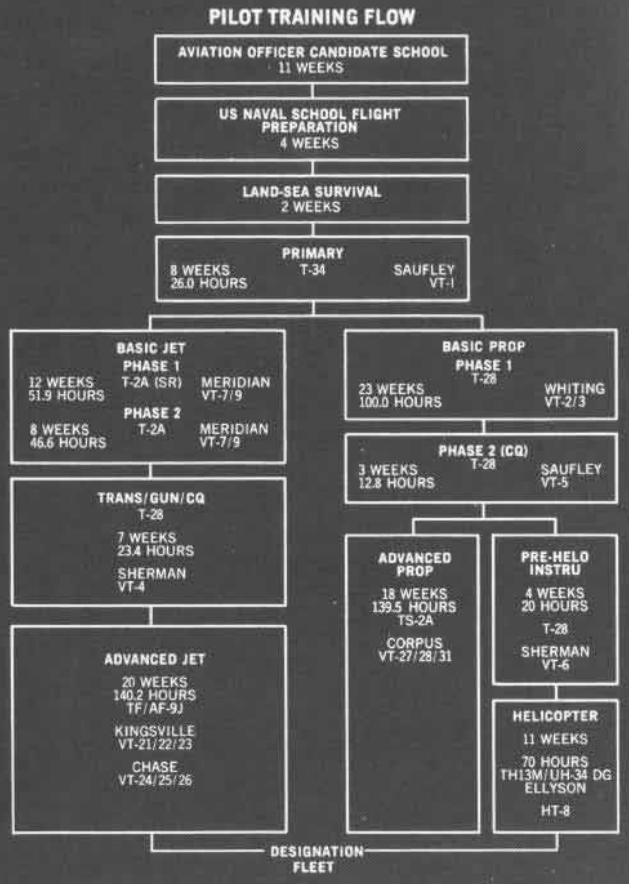
FLYING in a T-39 from the Technical Training Center at Glynco, Ga., a Radar Intercept Officer (RIO) operates radar control from the student's seat, calling course headings to the pilot as he plots intercept of an "unidentified aircraft."

AT GLYNCO, instructor operates the console of a simulator designed to help Naval Flight Officers learn the theory of air intercept missions they will later perform while airborne in the Sabreliner. The multi-seated T-39's, ideal flying classrooms, work in pairs, the crews taking turns at being the intruder.

ADVANCED navigational training is conducted in a special squadron, VT-29, which has its own planetarium, at Corpus Christi. Academic and airborne training provide the NFO with practical experience, day and night. Centuries of learning, compressed into months, enable him to navigate anywhere.


...Something Special

FLIGHT PROGRAMS



PILOTS

AOC (Aviation Officer Candidate)

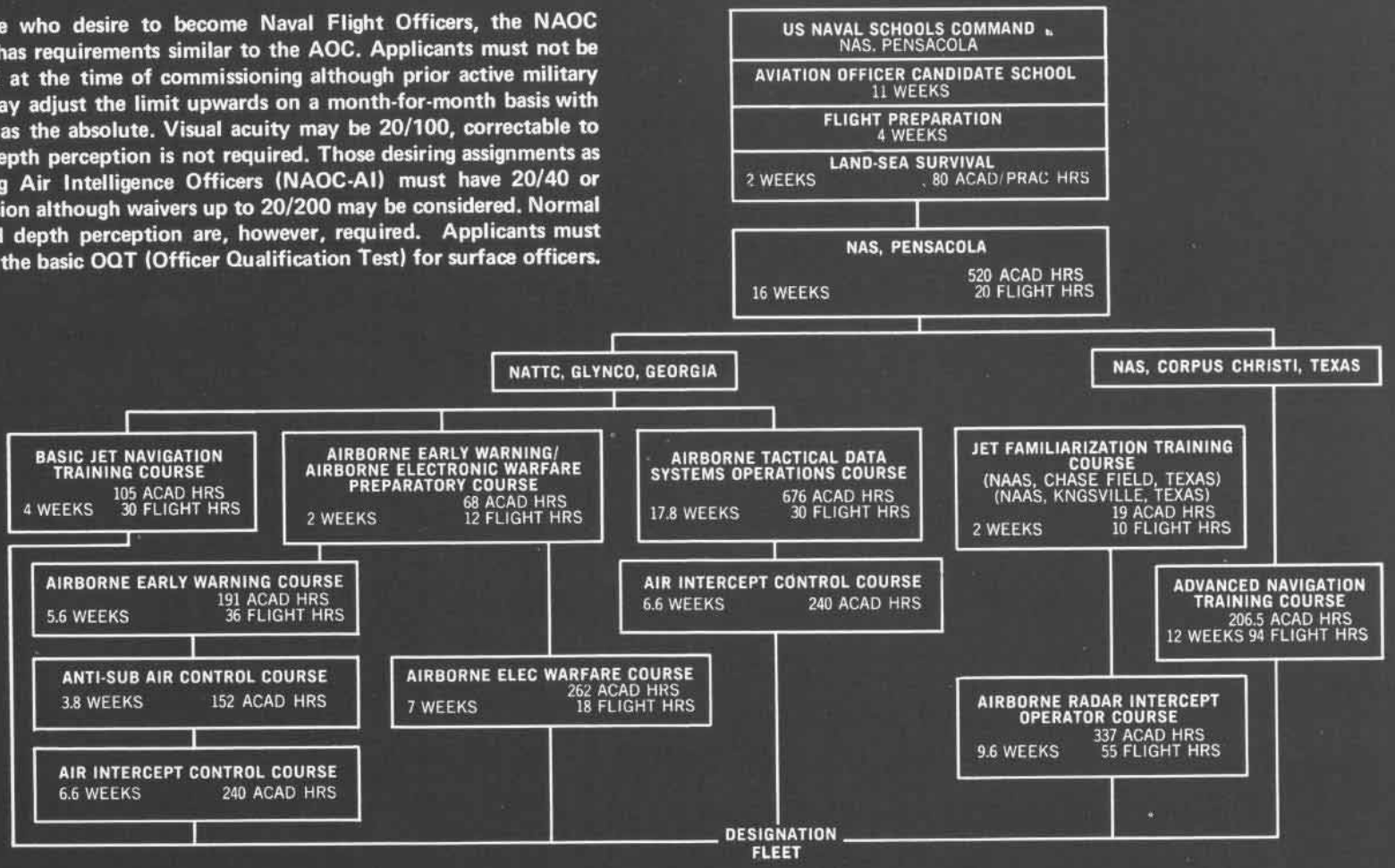
Available to physically and mentally qualified male citizens between 19 and 26 who are graduates of an accredited college or university with a baccalaureate degree. Visual acuity must be 20/20 with normal color and depth perception. Applications are accepted from seniors in good standing. The successful candidates are commissioned ensigns, U.S. Naval Reserve, after a 16-week course in the Naval Aviation Schools Command. They continue pilot training until they earn proudly their Navy Wings of Gold.

NAVAL FLIGHT OFFICERS

NAOC (Naval Aviation Officer Candidate)

For those who desire to become Naval Flight Officers, the NAOC program has requirements similar to the AOC. Applicants must not be over 27½ at the time of commissioning although prior active military service may adjust the limit upwards on a month-for-month basis with age 30½ as the absolute. Visual acuity may be 20/100, correctable to 20/20. Depth perception is not required. Those desiring assignments as non-flying Air Intelligence Officers (NAOC-AI) must have 20/40 or better vision although waivers up to 20/200 may be considered. Normal color and depth perception are, however, required. Applicants must also pass the basic OQT (Officer Qualification Test) for surface officers.

NAVAL FLIGHT OFFICER TRAINING FLOW



Additional Programs – AVROC, NROTC, ROC III – and paths for active or inactive naval personnel are described on the following pages. Complete details may be obtained through use of the mailable tear sheet on page 40. Programs outlined above are subject to slight changes from time to time in curricula and training phases to meet new demands.

Photo by PH3 William R. Curtsinger

THE SELECTED AIR RESERVE

Since 1916 when F. Trubee Davison formed the Yale Unit, the Naval Air Reserve has been composed of American men and women of the highest quality and ideals. Trained and ready as a citizen-patriot insurance policy for the nation, this proud organization serves as a back-up instrument of war and also as a symbol of peace.

The Navy's Selected Air Reserves, a highly trained force of more than 30,000 Weekend Warriors, stand ready to augment regular naval units in an emergency. These citizen-sailors from neighborhoods throughout the nation train one weekend each month, perfecting skills learned on active duty as Naval Aviators, Naval Flight Officers, and Aircrewmen.

To keep abreast of Navy advances and changes, they fly and train in Fleet-type aircraft at 18 stations adjacent to major cities. The typical Air Reserve activity has facilities for maintaining today's operational aircraft, providing classrooms, training aids, and modern simulators. Active duty personnel called TAR's (Training and Administration of Reserves) operate the stations during the week and become instructors and supervisors when the Reservists come aboard for weekend drills.

For the aviation officer who has completed his initial active duty and is now pursuing a civilian career, membership in the Selected Air Reserve continues the camaraderie of Naval Aviation while providing about $2,500 a year along with promotion eligibility. In addition to the monthly drills, the Reservists receive two solid weeks of active duty training during the year, usually deploying with Fleet units to gain operational experience.

Beyond the mission outlined above, the Naval Air Reserve Training Command has another responsibility of prime importance: the procurement from civilian sources of candidates for the Navy's officer flight training programs.

Insuring a constant supply of aviation officer candidates presents a challenge; quotas are established by the Chief of Naval Operations, and the size of the recruiting job changes each year. The small group of men who are assigned this task has met or exceeded their quotas for the past three years, accounting for approximately 70 percent of the input to Pensacola. The remaining 30 percent come from the Naval Academy, Naval Reserve Officer Training Corps in 54 colleges, Officer Candidate School, and various other segments of the Navy.

The recruiters, visiting college campuses in teams, place themselves in centers where students gather and answer questions, give advice, and administer the aviation selection

OFTEN THE MOST EFFECTIVE spokesman for the flight programs is the 'Feedback' officer, who is either a Naval Aviator or a Naval Flight Officer fresh out of training. Before joining his Fleet squadron, this officer visits his alma mater and other universities to tell young collegians about his training in the Navy.

Naval Aviation News **accompanied Ltjg. Ken Norris and his assistant to the campus of the University of Maryland. After several months as a Feedback, Ken will join a helicopter gunship squadron in Vietnam.**

Setting out his information literature in the College Union, Ken was soon talking to a variety of students — engineers, pre-law, economics, and phys-ed. There was no "hard sell," just facts about the training he'd received, what he thought about it, and how one goes about getting it. He pointed out that the Navy wasn't particularly interested in the fellow who is only concerned about the draft; it takes a motivated man who really wants to fly to make it through the program. As long as he keeps his goal in sight, he'll succeed.

Ken's assistant, Chief Edward Grant, provided figures

tests. For qualified applicants, the recruiter can arrange transportation for a visit to a nearby air station where the young man can take a flight physical and get a close-up look at the Navy without obligating himself. While there, he is interviewed and counselled by a board of aviation officers whose main interest is to enroll the type of men with whom they themselves would like to fly.

An acceptable candidate may then forward his full application to the selection board in Washington. If his application is approved, it is then up to him to determine whether or not to accept his program, sign the contract and join the Pensacola class of his choice.

Commander R. C. Amor, head of the Aviation Recruiting Division of the Bureau of Naval Personnel, has provided *NANews* with the board's selection criteria: "The Application Review Board, composed of experienced officers responsible for recommending young men best qualified in all respects, evaluates the combination of test scores, scholastic record, college major, employment record, extra-curricular activities, character references, and the ratings of the interviewing officers. The 'whole man' concept of selection involves all qualities which tend to measure an applicant's potential as a future Naval Aviator or Naval Flight Officer."

In the recently published book, "Wings for the Fleet," Cdr. Amor, its author, details the various paths available to young men interested in becoming a part of Naval Aviation. The AOC and NAOC programs, outlined on pages 20 and 21, lead to commissioning in the United States Naval Reserve after approximately 16 weeks at Pensacola. Upon completion of subsequent training and receipt of his wings, the officer is obligated 3½ years* on active duty. During this time, the career-minded individual may apply for augmentation into the Regular Navy.

Since the Navy now seeks only college graduates to serve as its officers, the well known Naval Aviation Cadet Program (NavCad) has been discontinued. However, the relatively new Aviation Reserve Officer Candidate (AVROC) Program offers distinct advantages.

The AVROC program is for college sophomores and juniors who are eligible for either pilot or flight officer training. While the training is the same as that for the AOC and NAOC, respectively, the AVROC receives his pre-commissioning training during two summer sessions at Pensacola.

The big advantage is that the AVROC is building longevity during the two or three years he is working for his college degree. For instance, a sophomore who joins the AVROC program will average about $1,500 a year more at the time of commissioning than his AOC or NAOC counterpart. He may also elect to drill as a Selected Air Reservist, the active duty performed earning pay and counting towards retirement eligibility.

Another program, Reserve Officer Candidate III (ROC III) for freshmen in college or for high school seniors who have been accepted by an accredited college, permits earlier enlistment in the Naval Reserve and 30 days active duty at a reserve station between their freshman and sophomore years. Scholastic grade averages, acceptable to the AVROC program (2.3/4.0), must be maintained. The ROC III can receive four or five years in-service longevity credit just for attending school. Thus, his salary at the time of graduation is about $8,600. Eighteen months later, he'll exceed $10,000 a year.

Once a member of an aviation program, if a man's physical condition disqualifies him for flight, he may be discharged from the Navy.

In addition to the paths above specifically designed for college men, the Navy offers "in-house" opportunities. Officers in the Regular Navy or Naval Reserve are eligible, as are non-aviation officer candidates enrolled in other programs leading to a commission. A qualified Navy enlisted man may apply via his commanding officer in accordance with the Bureau of Naval Personnel Instruction 1120.35 series.

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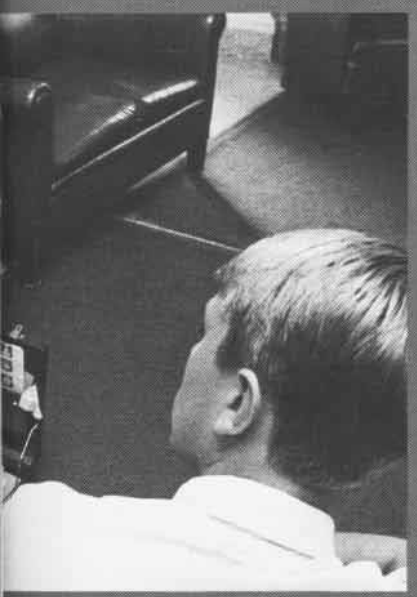
*After January 1, 1970, those individuals reporting to Pensacola for training as pilots, will have a 4½-year obligation.



Photos by PH1 Byers

from the pay scales and helped the men fill out data cards. Arrangements for testing were made, and he mentioned that qualified applicants earn an indoctrination flight in a T-34 at the Naval Air Facility, Washington, D.C., to test their reactions to actual flying. Ken commented that plans were underway to adjust the syllabus to give the student at Pensacola his Primary Flight Training immediately after he has completed his first two weeks of indoctrination.

He explained that the processing of an application involves no obligation, that the aviation qualification tests are given in parts, totalling about 3½ hours, and can be taken at various times within a reasonable period. The visit to the nearby Naval Air Facility, including travel, food, and lodging, is performed at Navy expense. And, of course, Ken emphasized that the Navy *guarantees* its programs; the contractee gets the training he signs for, and every effort is made to give him the aircraft of his choice – prop, jet, or helo.

By the time Ken finished the visit, his new friends had a clear understanding of the training being offered.

Naval Air Attractions

For most Americans their first look at Naval Aviation comes in the form of a spectacular Blue Angels performance, air show, open house program, exhibit, guest cruise, or annual model airplane contest.

For sheer thrills, there's nothing like the *Blue Angels*. That's the impression of some five million people who applauded the *Blues* at air shows this past year. It was a magnificent introduction to Naval Aviation.

Because they are in great demand, the *Blue Angels* were on the road nine months last year giving 65 performances in the United States and in foreign countries.

As a flying team, the *Blue Angels* demonstrate the techniques and combat maneuvers used by all Naval Aviators. These fliers are regular Navy and Marine pilots.

The Navy and Selected Air Reserve also sponsor an Aerospace Education Workshop, the Civilian Orientation Cruise program, the Sea Cadets, and youth science groups. In cooperation with such groups as the Academy of Model Aeronautics, the Air Reserve provides displays, facilities, and open house programs for civic-oriented events, including the Soap Box Derby and Model Airplane Championships.

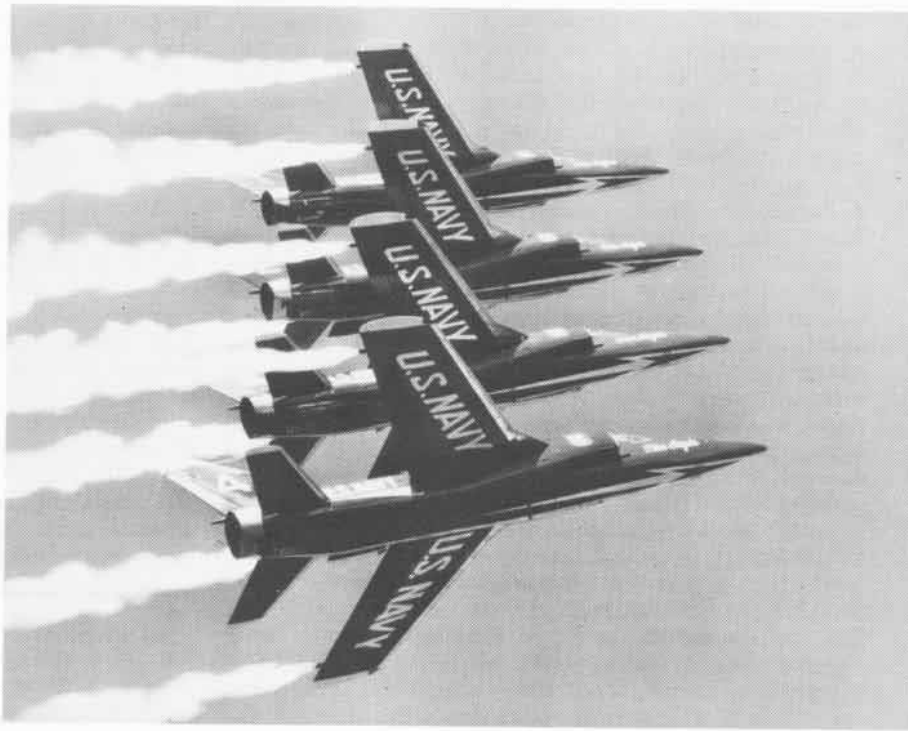


Photo by PH2 Tharp

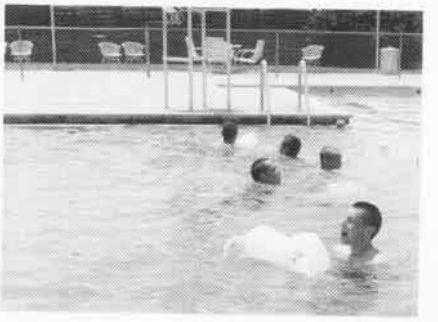
Photo by Cdr. Hollenbach

Photo by PH2 Tharp

Aviation enthusiasts gathered this summer for the 37th National Model Airplane Championships – one of the Navy's civic-oriented events, sponsored annually by the Selected Air Reserve. Almost 3,000 of the 3,537 entrants in the meet, hosted this year by Naval Air Station, Olathe, Kans., were under 21.

- Gary and Dale Hungerford apply final touches to a scaled B-17 *Flying Fortress* under the eye of dad.
- NAOC David G. Sears gets an F-9 cockpit checkout from advanced flight student Ltjg. Larry Rinne.
- The Douglas SBD-3 *Dauntless*, built to precise scale by Dave Platt, was photographed with Olathe fire crash crew.

RECRUITS *learn to use the Navy's latest fire-fighting equipment (left), to use their whites as life preservers in case of trouble at sea, and how to make an amphibious assault landing (below).*



Reserve Recruit Training

NARTU Norfolk's Summer School

Under the careful direction of the officer in charge, LCdr. C.E. Fishel, a Weekend Warrior from NARTU Norfolk, 117 airman recruits from Virginia, North Carolina, Pennsylvania, and Washington, D.C., learned the ways of the Navy at a summer "boot camp" in Dam Neck, Va.

For 28 days the recruits studied nuclear, biological, and chemical warfare defense, fire fighting, damage control, small arms, first aid, and military drill.

It was all part of the Reserve Summer Recruit Training Program. The routine is so rigorous and thorough that the program compares favorably with the large-scale recruit training at Great Lakes or San Diego.

ONE-TWO, *three-four is the count as some of the 117 airman recruits do their daily exercises. Physical training is a vital – for some, it is fun – part of the summer recruit training program.*

Guess What?

No, it's not the noon balloon, but a fisheye Phantom at Oceana.

Photo by PH2 Chevalier

Photo by PH3 Bonner

HHH Tours Corpus Christi

Vice President Hubert H. Humphrey, during a visit to the Naval Air Advanced Training Command, inspected the NAS Corpus Christi honor guard with Capt. John Shebel, USMC. The Vice President, accompanied by Mrs. Humphrey, also visited the base hospital to talk with Vietnam veterans.

Photo by PH2 Hicks

New Gray Eagle

Rear Admiral Robert J. Stroh, ComFAirJax (left) becomes the 19th "Gray Eagle" as the 18th, Vice Admiral Alexander S. Heyward, Jr., retires. The Ling-Temco-Vought Corp. is sponsor of this special trophy.

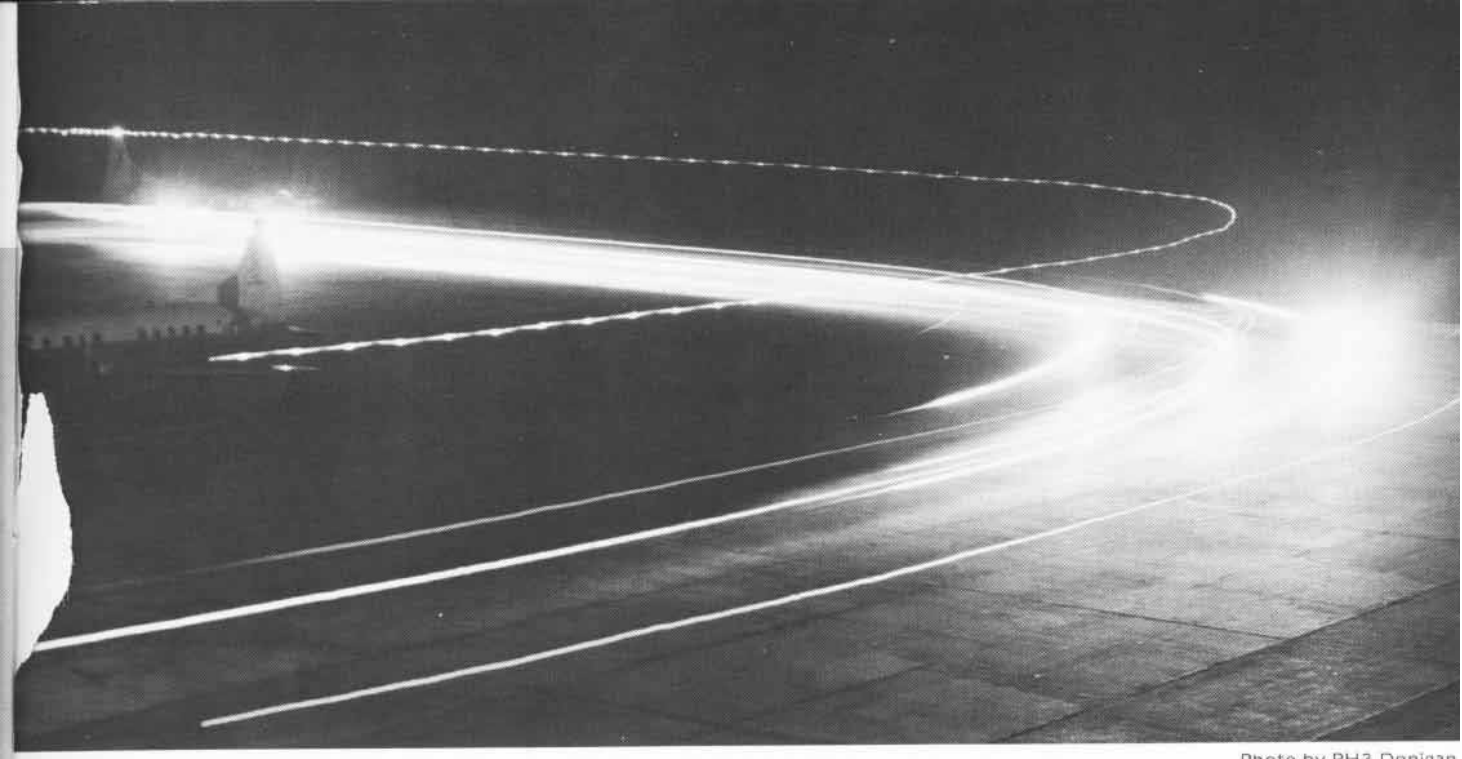


Photo by PH3 Donigan

Pathways of Light

Such a scene as this one is caught photographically as planes return from their night training flights and taxi to their parking areas at VT-29 where student pilots and NFO's practice night navigation procedures.

Photo by Cdr. Bresso

Wings of Gold with Winner

Naval Air Reserve supporter Bill Muncey, championship driver of the "Miss U.S.," has carried the "Fly Navy" sticker and Wings of Gold to many victories. Former Naval Aviator George Simon of Detroit owns the hydroplane.

Another Record Celebrated

A half-million miles of safe flight in propeller-driven aircraft were marked by Training Squadron 31 when an S-2 Tracker, with Rear Admiral R. A. Macpherson, Chief of Naval Air Advanced Training, landed at Corpus.

THE NORTHERN BOMBING GROUP

The most ambitious operational project undertaken by Naval Aviation during World War I had as its objective the destruction of the submarine bases at Ostend, Zeebrugge, and Bruges by aerial bombing. These bases along the Belgian coast were to be subjected to continuous day and night bombing by Marine and Navy squadrons, collectively known as the Northern Bombing Group, based in the Calais-Dunkirk area. Had plane deliveries matched the readiness of the shore establishment and the assignment of trained personnel, the results might have been substantial. As it was, the operations of the Group were delayed and Allied successes on the ground brought the war to an end before the air offensive really began.

There are many interesting aspects in the background of the Northern Bombing Group which cannot be told here for lack of space. Conception of the idea or plan of operations, for example, has been attributed to different men by different writers, but it was actually the outgrowth of many individual and collective proposals that began in June 1917 when Lt. Kenneth Whiting selected Dunkirk as the site for an American air base. The heated controversy over service roles and missions created by the Navy's intention to use landplane bombers (this was ultimately resolved, the planes were procured with the complete cooperation of the Army) is also an area which has had only partial, and somewhat subjective, coverage. The delivery of Capronis from Italy, no small task for men without previous experience in that type of flying, is another untold story. But all these interesting accounts must be left for later writing, and it is the hope of *Naval Aviation News* that these may be included in some future issue.

Here, in the interest of presenting an authoritative account of a unit unique in the annals of Naval Aviation history, we present extracts from a report of the Northern Bombing Group made by its commanding officer, Captain David C. Hanrahan, USN, on December 3, 1918. We have added a few details from an unidentified history filed with the basic report in the National Archives.

The Northern Bombing Group was originally planned to operate as one day wing and one night wing consisting of six squadrons each, and one assembly, repair and supply unit, to be known as Base B, located in the vicinity of these wings. The whole was to be under a group commander, each wing under a wing commander, and each squadron under a squadron commander. Squadrons of the day wing were subdivided into three flights, of six planes each, under flight commanders, while those of the night wing were subdivided into two flights of five planes each, also under flight commanders. By order of the Navy Department, cablegram 2416 of May 31, 1918, this force was reduced to four day and four night squadrons for the time being, owing to the inability to obtain sufficient planes.

A further cable, in June, stated that it was thought inadvisable to establish a large supply base in northern France, because of the military situation at the time, and that sites should be investigated for this base in England. In view of this, an investigation was instituted to secure a site in southern England. The Air Ministry took the matter under advisement. The first week in July we were informed that the airplane acceptance park at Eastleigh, about four miles north of Southampton, could be turned over if it met with our requirements. On July 4, 1918, this was inspected by me and experts in the departments concerned, and the reports being satisfactory, it was decided to accept the British offer.

Construction was already in progress. Hangars were about 90 percent complete, storehouses about 30 percent complete, and living quarters for about 300 persons completed. The flying field was ready, roads were practically complete, and a light gauge railroad was running through the park.

We were informed that the Eastleigh station could be taken over on July 20. On that date, Lt. G. deC. Chevalier was appointed temporary commanding officer. He immediately took command, and a detail was sent to occupy it. Arrangements were begun to transfer all supplies of the Group from Pauillac and to divert all supplies en route from the United States to this station.

Owing to the location of Base B across the Channel, arrangements were made whereby the Royal Air Force depot, situated at Guines, France, could be used as a park for all minor repairs to planes and engines, and it became necessary to locate a supply base in the field to cart consumable supplies up to two month's requirement. It was also necessary to establish for purposes of transport a motor park in the field.

The following fields had originally been selected for the squadrons: St. Inglevert, Campagne, Spyker, Le Frene and Alembon. Because of the reduction in squadrons, rearrangement of the squadrons on the fields became necessary as follows: Night Squadrons 1 and 2 to Field A at St. Inglevert, Squadrons 3 and 4 to Field B at Campagne, and Field C at Sangatte became a dummy aerodrome. Day Squadrons 7 and 8 were assigned to Field D at Oye: Squadrons 9 and 10 to Field E at Le Frene, and a dummy and reserve aerodrome was set up at Field F at Alembon. Because the military governor of Calais objected to the proximity of the aerodrome at Sangatte to that city, this field was derequisitioned early in August. The Alembon facility was also used as a bomb dump.

The headquarters for the Group was at Antingues, a few miles south of Ardres. At these headquarters were also established the field supply depot and motor transport park. A site at Bois-en-Ardres was selected as day wing headquarters. Night wing headquarters were temporarily located at the chateau at St. Inglevert which was, in addition, squadron headquarters.

For night squadrons, the 600-hp Caproni biplane, equipped with three Fiat motors, was selected. These planes were manufactured at Milan, Italy, by the Caproni Company and were flown from the acceptance park there to the fields of the Group. The route decided on was from Milan to Turin, Italy, to Lyon, France, to Dijon, to Paris, and from there to Field A.

The agreement entered into with the Italian authorities provided that the material required for building these planes would be replaced by material sent directly from the United States to Italy. All planes completed were to be delivered to the U.S. Army representative and a certain allocation of the monthly production to be designated by him for U.S. Naval Aviation. The agreement called for delivery of 30 Caproni planes during June and July 1918, and 80 during August. The actual number delivered to us was nine during July and nine during August. The failure to deliver the number agreed upon was due entirely to the incorrect estimate of the firm's output.

As these planes were allocated after acceptance, they were further tested and then flown north by pilots who had been schooled in Caproni planes in Italy. During the latter part of July and the first part of August, a great deal of weather unfavorable for flying was experienced. This caused considerable delay in ferrying these machines to the aerodrome.

It was found that these planes required considerable change to prepare them for active service over the lines. Base B not being sufficiently advanced to undertake this work, owing to the non-arrival of machines, tools, etc., the squadron was thus required to do acceptance work for which it was not organized nor fitted.

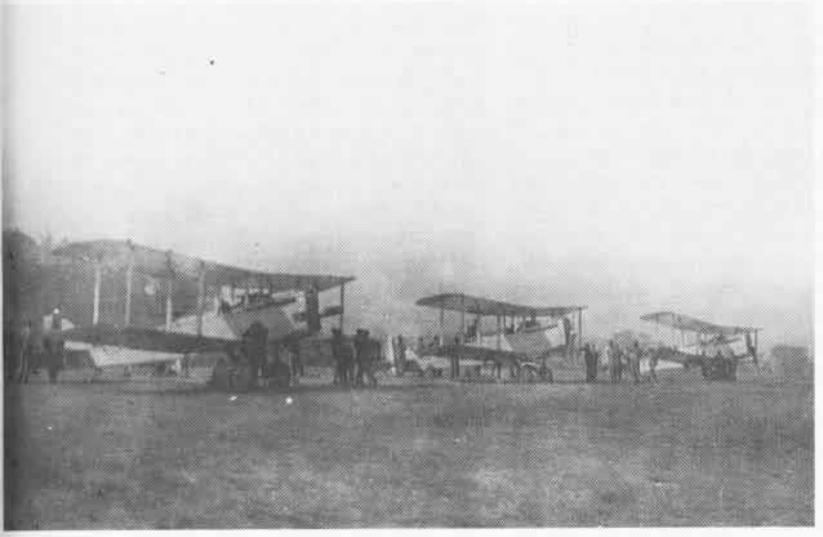
On the arrival of the first Caproni, it was immediately prepared for war flight by rigging of bomb gear, rearrangement of landing gear wires, rigging of required navigational lights, installation of additional instruments, and equipment of guns. The first plane was flown on an active war flight on the night of August 15; objective the Ostend docks.

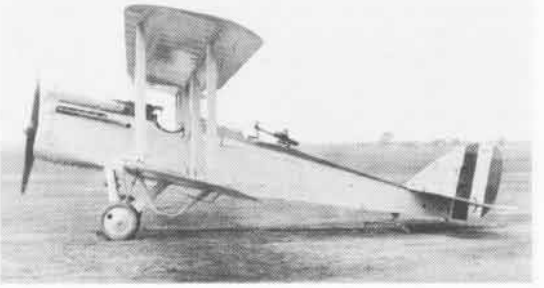
It was found, as additional planes arrived at our aerodrome, that the Fiat engines were giving considerable trouble. Test after test, made in the hope of eradicating the cause of engine failures, proved unsatisfactory. To operate successfully over the region, engines would be required to run for a period of at least four hours. In no case was a successful running test of four hours with the Fiat engine achieved, after the first flight on August 15.

Examination of the engines showed poor workmanship and poor construction in practically all engines, which necessitated their being completely taken down and rebuilt. After a long series of tests and overhaul this was finally decided upon, and these planes were taken out of active operation until the satisfactory four-hour test in the air could be accomplished.

Owing to the troubles experienced with this motor, inquiries were made as to the possibility of procuring a substitute. It was found that the Isotta-Fraschini motor could be secured in small numbers, and tests having proved them to be considerably superior to the Fiat, arrangements were made with the Italian government to equip future deliveries of Capronis with these motors and to box the planes for rail transportation. The same action was taken by the U.S. Army. The first Caproni fitted with Isotta-Fraschini motors arrived at Eastleigh about November 8, too late to be assembled before the cessation of hostilities.

During the latter part of August, because of the unsatisfactory performance of the Capronis, attempts were made to procure Handley-Page machines for the night squadrons as personnel were on the field ready for operations. By an arrangement with the U.S. Army and British authorities, an agreement was effected by which *Liberty* engines were exchanged for 20 Handley-Page planes to be equipped





AIRCRAFT *of the Marine squadrons, day wing of the Northern Bombing Group, are shown above on the field at the Navy's assembly and repair station, Pauillac, France. The DH-4's were procured through the U.S. Army and were used by the Marines into the late Twenties. British DH-9's were procured in exchange for Liberty motors. (The photographs at right were furnished by Pete Bowers.)*

CAPRONI 450: *The type in which Navy pilots, destined to operate with the night wing, received their training in multi-engine landplanes at Malpensa, Italy (Pete Bowers' photo).*

with *Liberty* engines; ten to be delivered to this Group, the Army taking the other ten. The first of these Handley-Page planes were being tested at the time hostilities ceased.

During this period, owing to the fact that the pilots and ground personnel were inactive, opportunity was taken to allow them to operate with active British squadrons over the lines, this to continue up to a time when their services would be required for operating our own planes. In this way, creditable results were achieved in spite of the lack of planes for this group.

For day squadrons, the DH-4 with *Liberty* motor, as manufactured in the United States, was selected. These planes were obtained from the U.S. Army and were packed and shipped to France. Four of these planes were assembled at Pauillac and from there flown to the field. As future shipments arrived, they were transferred to Eastleigh, but due to non-delivery of DH-4's from the States, by the middle of August, the Commander, U.S. Naval Aviation Forces, Foreign Service, obtained by concession of the British Government, in exchange for *Liberty* motors, 54 DH-9a planes. As these were delivered to Base B at Eastleigh they were assembled and flown to the field. The first DH-4 arrived from Pauillac on September 7, 1918. The first DH-4 arrived from Base B on October 2, 1918.

Considerable delay in the assembly of the American DH-4 planes was caused by the fact that the technical committee, composed of American and British officers, who inspected the planes on arrival, reported that a number of alterations should be made before these planes were safe for flying. These alterations necessitated the use of considerable extra material, and further delay was experienced in obtaining it as it was a priority type. In spite of this and the late arrival of machinery and equipment for Base B, the alterations were made as the planes arrived. The machines were then flown to the field and put into active operation.

The majority of construction material for the building of camps, roads, etc., plus tents, provisions, and a number of portable and accessory buildings, were obtained from the British depots in northern France by permission of the Air Ministry. This placed us on practically the same footing, in this respect, as other British squadrons in this district, and we continued so up to the date of demobilization. This allowed the Group to start operations at a much earlier period than would have been possible had we had to wait the arrival of shipments from the United States.

Shipments of stores, material, etc., to the field from Pauillac were accomplished by the use of steamers, docking at Calais, by military train, and motor transport. A small amount of motor transport was obtained from the French stations, but it was entirely inadequate for our use. The lack of motor transport considerably handicapped us in the rapid transportation of material and supplies after arrival by water or rail. Motor transports ordered in the United States for this Group did not commence to come into French ports until August 1 when the USS *Pensacola* arrived at Pauillac.

Squadron 1 of the night wing was organized about the middle of June 1918, and a number of men were dispatched to the field on June 20 under the command of Lt. C. R. Johnson, relieved in August by Lt. Robert A. Lovett, who also commanded the night wing. The first week in August three Marine squadrons of the day wing, commanded by Maj. A. A. Cunningham, arrived from the United States and were dispatched to the field. (The fourth Marine squadron arrived in the field October 6.) By August there were sufficient officer personnel to staff group headquarters, and its organization was about complete on September 1.

Personnel on board upon the signing of the Armistice, November 11, 1918, approached authorized allowances: 130 officers in group headquarters in the night wing and 164 officers in the day wing, including 88 and 80 pilots in the respective wings. Enlisted men totalled 1,336 in the night wing and 818 in the day wing. Aircraft on hand on the same date were: 6 Capronis (2 in commission), 12 DH-4's (8 in commission), and 17 DH-9's (7 in commission), considerably under the planned 40 Capronis and 72 DH-4's.

Two types of training were designed to equip flying personnel for active work against the enemy: (1) primary training in flying, aerial gunnery, formation flying, and bombing at aviation schools, and (2) final training with active service squadrons at the front. Advantage was taken of the aviation schools in England, France, and Italy to accomplish this training, and pilots were therefore detailed to Italy for training on Caproni night planes, to Clermont-Ferrand for day bombing planes, to Moutchic for preliminary training and to Stonehenge, England, for day and night bombing. Final training was accomplished by placing pilots, observers, and ground personnel in active British squadrons at the front, operating in the same area in which the Northern Bombing Group contemplated operations.

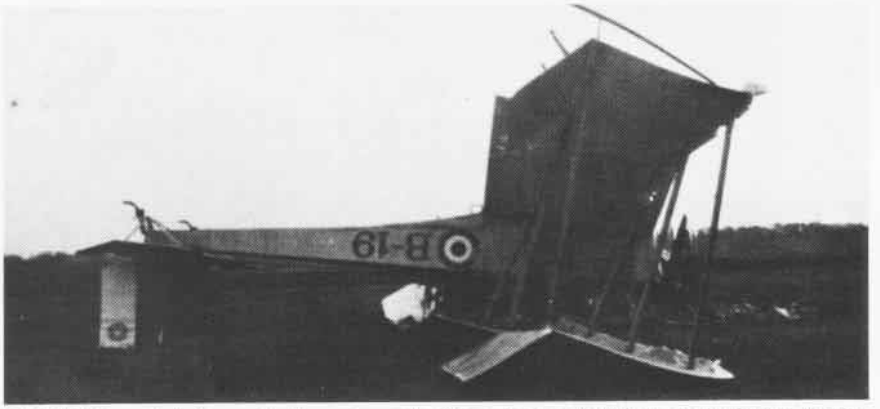
Since the early part of June 1918, U.S. naval personnel of the night wing have been attached to Number 214 Squadron, 5th Group, RAF, for training and for actual war service. Six pilots were originally transferred, and after this squadron was bombed out of Coudekerque and shifted to our aerodrome at St. Inglevert, additional personnel were accepted. Since the

personnel under training with Number 214 Squadron was constantly changing and gradually increasing, by August 10 there were attached for training and service seven pilots and about 40 enlisted men. During October, two of the Handley-Page machines, attached to 214 Squadron and manned almost entirely by personnel from our night wing, participated in night bombing raids under the direction of the squadron commander.

On August 11, 1918, the first Caproni arrived in the field. On August 15, this plane, piloted by Ens. Leslie R. Taber, with Ens. Charles Fahy as copilot and D.C. Hale as gunlayer, made a successful night raid on the submarine shelters in Ostend. Two other raids were subsequently attempted, but were unsuccessful, owing to trouble which developed with the engines and the planes. After August 15, no war flights were made with Caproni planes. Work was constantly carried on with the view to rendering these planes fit for service, but until the cessation of hostilities, the only war activities carried out by the night wing were those of the personnel attached to Number 214 Squadron.

The war activities of the Marine squadrons constituting the day wing are considered to have started on August 9, 1918, when three pilots with observers were transferred temporarily to Number 218 Squadron, RAF. These pilots and observers were put into service immediately, and, after participating in three bombing raids, were relieved by other pilots and observers from the day squadrons. On August 21, 1918, three pilots with observers were temporarily transferred to Number 217 Squadron, RAF, and were relieved as above after participating in three bombing raids. Commencing September 5, 1918, six pilots were maintained continually at the RAF pilots pool, Audembert, for practice flights. After successful qualification, they were transferred, as needed, to either Number 217 or Number 218 Squadron, and from there, after actual bombing experience, were sent back to our day squadrons.

On September 7, 1918, the first day-bombing machine arrived in the field, DH-4, Navy A-3295. From that date on, DH-4 and DH-9 aeroplanes were arriving in the field spasmodically. Until such time as enough planes were available for our operations as a unit, we offered to the 5th Group, RAF, all day-bombing planes then in commission. This offer was accepted, and our planes made several raids with Number 217 and Number 218 Squadrons.



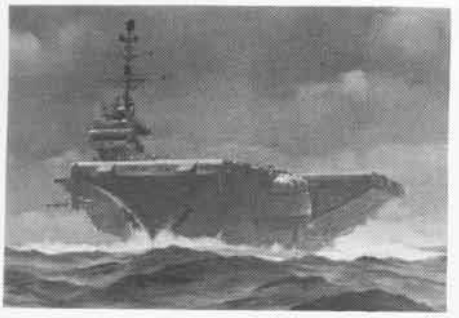
CRASHES *marked the route flown from the Caproni plant in Italy to St. Inglevert, France. At Dijon, France, pilot and copilot were injured but survived this landing on soft ground.*

On October 14, 1918, Number 9 Squadron, day wing, with eight DH-4's and DH-9's, carried out the first Northern Bombing Group day raid on the railway sidings and yards at Thielt. This objective was given us by the 5th Group, RAF, a policy which was adhered to in all our subsequent work. From that date until October 27, when operations were suspended to permit establishment of an advanced aerodrome at Knesselaere, eight raids were made, either by Number 8 or 9 squadrons, day wing, or by a combination of pilots from the two squadrons. The raids were carried out with a view to hindering, as much as possible, the retreat of the enemy in this sector. In general, the objectives were railway junctions, yards, canals, and canal docks, at Thielt, Steenbrugge, Eekloo, Ghent, Deynze, and Lokeren. During these raids, when contact was established with enemy aircraft, it is reasonably certain that four enemy aircraft were destroyed, and one shot down out of control. Against this we lost one plane, which was shot down near the Belgian lines, and a second plane which was struck by antiaircraft fire, but was able to glide safely into Holland. In addition to the above combat, pilots of the day wing, operating with Number 218 Squadron, shot down three other enemy aircraft.

In addition to the activities outlined under the operations of the day and night wings, we had several pilots in active war flying with the French Escadrille de St. Pol, and with Number 213 Squadron (Chasse), RAF. These pilots would have been considered available for a Navy day squadron, either chasse or bombing, if one had been organized. One of them, Ltjg. David S. Ingalls, while attached to Number 213 Squadron between August 9 and October 3, 1918, personally and in conjunction with other planes shot down eight enemy aircraft, drove down one out of control, and destroyed one observation balloon.

Summary of Operations

Total pounds of bombs dropped	155,998
While operating with the Northern Bombing Group:	
Night wing	2,670
Day wing	11,614
While operating with RAF units:	
Night wing – pilots	17,200
– observers	121,984
Day wing – pilots	1,905
– observers	625



at Sea with the Carriers

PACIFIC FLEET

America (CVA-66)

The bridge of *America*, two proud aviators, and an F-4 are all displaying a star of a different kind these days. It was earned by Lt. Roy Cash, Jr., and his RIO, Ltjg. Joseph E. Kain, Jr., VF-33, when they downed a MiG during an engagement west of Vinh. The silhouette of a MiG superimposed on the star denotes the first MiG kill for the pilots, the squadron, CVW-6, and *America*. This is also the first deployment to the Tonkin Gulf for the carrier and CVW-6.

Ltjg. Thomas L. Olson, HC-2 Det 66, picked up an old football scrimmage opponent when he assisted in the rescue of Ltjg. Frederick C. Lentz, Jr., VA-82, from the Gulf of Tonkin. The men played high school football in neighboring communities in Wisconsin and scrimmaged against each other in 1959, Lentz as quarterback and Olson as guard. However, in the most recent team effort, Olson called the signals for a 20-minute pass via helicopter from *America* to a spot in the Gulf about 15 miles away where Lentz had bailed out of his damaged aircraft.

Bon Homme Richard (CVA-31)

When Lt. Burlin J. Keen came aboard *Bonnie Dick*, he wound up "shooting" his brother, LCdr. Arthur E. Keen, VA-93. It was *not* a family feud. Lt. Keen, catapult officer on USS *Oriskany* (which was in the shipyard), was aboard for catapult qualifications while *Bonnie Dick* was involved in combat operations off the coast of North Vietnam. He was at the controls when CVA-31's steam catapults "shot" LCdr. Keen and his *Skyhawk* into the air for a bombing mission.

Bennington (CVS-20)

BM2 Curtis Pritchett was selected *Bennington's* "White Hat of the Year" to represent the CVS at the White Hat Award ceremony and dinner sponsored by the Independent Businessmen's Association of Long Beach, Calif. The annual event honors personnel of the Navy and Marine Corps installations and home-ported ships in the San Diego area. But Pritchett could not attend, *Bennington* was still on the line.

IC Howard Mizel had an unexpected visitor when his father, Mr. Max Mizel, was airlifted aboard for a two-day reunion. The elder Mizel, who had not seen his son for over a year, is

a contracting officer with the Army Procurement Agency in Saigon.

During the visit, Howard and his father observed air operations on the flight deck, toured the ship's various departments, and met with *Bennington's* commanding officer, Captain Daniel J. Murphy. When asked why he chose to work in Saigon, Mr. Mizel admitted that his choice may have been influenced by his desire to rendezvous with his son.

Ticonderoga (CVA-14)

Five *Black Knights* of VA-23 were recently enrolled in the "200 Missions Club" in a ceremony held on the flight deck of *Tico*. They are Commander C.L. Bush, then squadron C.O., LCdrs. R. E. Amman and A. J. Marks, and Lts. S.C. Hastings and R. P. Price, Jr.

In another ceremony, a Silver Star, two DFC's and a Bronze Star were among 58 medals and awards presented to *Tico* and embarked CVW-19 personnel.

Commander Richard J. Schulte, air officer of CVA-14, was awarded the Silver Star for "conspicuous gallantry and intrepidity in action" while leading a major strike against the Phuc Yen air base near Hanoi on October 25, 1967. Cdr. Schulte was then C.O. of VF-161 embarked on the *Coral Sea.*

UPSIDE-DOWN *the photo (far left) by PH2 P. J. Broeker, USNR, reflects the flight deck of USS America in the horn of MU3 Gordon Robb. At left, PH1 W. D. Boyington frames the Intrepid with the tail assembly of one of America's F-4J's. Above, the camera of PH3 C. M. Dunn brings you Lt. Cash (L) and Ltjg. Kain as they pose by their "star of a different kind," designating a MiG downed in combat, and, at right, Photographer R. I. Pickett captures two symbols as divine services are held aboard CVS-20.*

Captain Phillip R. Craven, CAW-19, was awarded the DFC for leading an attack on the Vinh air base and petroleum storage facility in February 1968, during the recent cruise of his air wing on board *Ticonderoga.*

PH1 William C. Fenton was also awarded a DFC for action as crewman navigator of a jet reconnaissance plane on May 17, 1967. Fenton detected a large concentration of enemy trucking while he and his pilot were flying through heavy antiaircraft fire and provided information which led to the destruction of a large number of enemy trucks. Now assigned to *Tico's* photo lab, Fenton was a member of VAP-61 at the time.

Another enlisted man, PT3 Marvin Covey of VFP-63, received the Bronze Star for his alertness in detecting a large petroleum storage area near Xom Trung Hoa (*NANews*, August 1968, p. 33).

Shortly after the awards ceremony, *Tico,* her deployment completed, headed for San Diego.

Constellation (CVA-64)

How many ships do you know of that have two brothers working the same shift, in the same division, and even the same shop? On *Connie,* LI2 Ronnie Buffington and his brother, SA Bert, are working on the same shift in the print shop where they assist in publishing the ship's newspaper, magazine and other shipboard printing jobs.

Earlier this year, Bert joined the Navy, but when he reported aboard CVA-64, he had not seen Ronnie for almost three years.

Hancock (CVA-19)

While *Hancock* was on strike maneuvers with the First Fleet off southern California, Commander Ralph B. Rutherford, C.O. of VF-211, chalked up his 500th carrier landing in an F-8 *Crusader.* Cdr. Rutherford has made more than 100 additional carrier landings in other models of aircraft.

Hornet (CVS-12)

LCdr. S. E. Stocking, VS-35, snagged the honor of making the 104,000th arrested landing on *Hornet* during Continental Air Defense exercises off the coast of southern California. Captain J. A. Stockton, C.O. of *Hornet,* congratulated LCdr. Stocking and his copilot, Ltjg. R.C. Wallace.

Princeton (LPH-5)

Put together five U.S. Navy officers and four Naval Academy midshipmen from LPH-5, add a host of Filipino children, teachers, local citizens, a schoolhouse, and 50 gallons of paint, and what do you have? A Princeton paint-in.

The men from *Princeton* volunteered to help paint the schoolhouse in Kawit, Cavite Province. The painting began early in the morning. Nine hours later the main schoolhouse and a smaller school building sparkled with a fresh coat of paint. While the *Princeton* painting brigade worked on the outside, school teachers painted furniture and shelves inside. The children followed the painters around with cloths to wipe up the occasional drops of paint that were spilled. In the meantime, the residents of the neighborhood prepared food and furnished soft drinks to the workers.

Princeton had previously donated books to the school that WO1 Leo Abang, ship's boatswain, attended as a child (*NANews*, September 1968, p. 33).

And while the paint-in was being planned and carried out, a 21-man medical-dental team from LPH-5 was holding a clinic in New Cabalon in the village church where the pastor acted as interpreter. The doctors checked patients, handed out medicines, issued instructions, and assured worried mothers that everything would be all right. The dentists checked teeth and pulled a few when they had to. Before the visit ended more than 100 of the local people had been treated for such things as colds, infections, pains, and toothaches. In addition, the villagers received dozens of boxes of assorted materials, courtesy of *Princeton* and Project Handclasp. The materials included medicine, soap, disposable diapers, and some toys.

It was a joyous occasion when Mr. E. H. Crews was greeted by his son, 1st Lt. Edward Crews, a pilot with HMM-362 aboard LPH-5. Plans for the visit began in March when the National Newspaper Association told Mr. Crews, editor of a weekly newspaper serving Walterboro and Colleton County, S.C., that they were sending him to visit various military installations in SE Asia to view their operations firsthand. Mr. Crews wrote a letter to Maj. W. H. Shauer, Jr., C.O. of HMM-362, asking him where he might find his son. Learning that Lt. Crews would be aboard *Princeton,* he decided to see him.

Intrepid (CVS-11)

The *Fighting I* marked her 25th year in August while operating as a "special attack" carrier on the line in Vietnam. The Atlantic Fleet CVS is on her third deployment to Vietnam where her role is unique as a CVS operating in an attack capacity.

Before she left for SE Asia, the yearly ORI for *Intrepid* and CVW-10 was conducted off the Virgin Islands. During the ORI, the *Roadrunners* of VA-36, led by Commander Edwin H. Brooks, took the Air Wing Ten bombing trophy from VA-106, which had held it since the first of the year. VA-36 won the trophy with a bombing score of 92.4. Commander John A. Chalbeck is C.O. of Air Wing Ten.

The ORI completed, *Intrepid* steamed to Rio de Janeiro where Captain Vincent F. Kelley relieved Captain William J. McVey as commanding officer during a change-of-command ceremony.

Kitty Hawk (CVA-63)

Although *Kitty Hawk* was in the yard for a two-month upkeep and renovation period, she was not out of the action. Her Recreation and Welfare Council voted to donate $300 to the San Diego Junior Chamber of Commerce Circus Fund. The donation enabled 400 underprivileged youths to attend the annual performance of the Rudi Brothers Circus sponsored by the JayCees.

Earlier *Kitty Hawk* entertained 200 San Diego County welfare patients. Three *Hawk* liberty launches ferried the group, ages 7 to 70, across the bay to the ship. After a tour of the carrier, they had lunch with the ship's crew and then were ferried back.

Capt. D. C. Davis is C.O. of *Hawk.*

Valley Forge (LPH-8)

It was a joyous reunion with wives, relatives, and friends as LPH-8 pulled into the Long Beach Naval Base after a nine-month deployment to WestPac.

As flagship for Amphibious Ready Group Bravo, most of the deployment

was spent in the northern coastal waters of the Republic of Vietnam where she participated in six major operations: *Fortress Ridge, Badger Tooth, Badger Catch I, II,* and *III* and *Swift Saber.*

Home for Special Landing Force Bravo with its Battalion Landing Team and Marine helo squadrons, *Valley Forge* also played a major role as a medical evacuation ship during combat operations, handling 1,163 patients.

Oriskany (CVA-34)

Oriskany was also in the yard for overhaul. CVA-34, commanded by Captain Jack S. Kenyon, pulled into the San Francisco Bay Naval Shipyard following her third deployment to Vietnam.

But while she was in the yard, her officers and men donated $506 to the NAS Alameda Family Services which provides necessary household items on a temporary basis to Navy families moving into the area. *Oriskany's* donation will be used to purchase items such as port-a-cribs, folding cots, and pans.

Yorktown (CVS-10)

The return of Tonkin Gulf combatant ships like *Yorktown* is not fully completed until a visit is paid to nearby Seal Beach to off-load unused ammunition. Last December, *Yorktown* loaded up with bullets, rockets, torpedoes, and shells. Although she spent 86 percent of her time at sea during her recent Vietnam deployment, not all the ammunition stores were expended. The 108 tons that were not used were off-loaded to barges and taken to the ammunition depot at Seal Beach for storage and re-issue.

Captain John Fifield relieved Captain Bill Bennett as skipper in a ceremony held while the *Fighting Lady* was berthed at Terminal Island. Capt. Fifield is a recent graduate of the Naval War College; Capt. Bennett reported for duty as Chief of Staff of Antisubmarine Warfare Group One.

ATLANTIC FLEET

Guadalcanal (LPH-7)

Thirty-two San Juan Naval Sea Cadets participated in a two-day training cruise aboard LPH-7 off the shores of Vieques and Culebra Islands. While aboard, the cadets were assigned shipboard jobs and indoctrination watches and witnessed replenishment operations. The cruise was the first of three scheduled shipboard training programs arranged for the Sea Cadets by Rear Admiral A. R. Matter, Commander Caribbean Sea Frontier, and Captain J. P. Guttin, C. O. of Amphibious Squadron Ten.

Shangri La (CVA-38)

Shangri La returned to NS Mayport after an 8½-month deployment to the Med. Under the command of Captain Robert P. Coogan, CVA-38 was host to more than 12,000 visitors at the various ports she visited in the Med. Embarked CVW-8 pilots, led by Commander John C. Dixon, flew more than 10,000 sorties, participating in several NATO and bilateral exercises, as well as exercises conducted by the Sixth Fleet.

New Orleans (LPH-11)

The 592-foot *New Orleans,* first new amphibious assault ship to join the Atlantic Fleet since 1965, will be commissioned in November and report to PhibLant in January. Meanwhile, 385 men of her crew are training at Norfolk in every aspect of shipboard operations. The rest of the 550 officers and men are reporting to Philadelphia as the nucleus crew. The *New Orleans* features the latest in crew comfort and computerized maintenance and data processing systems.

Randolph (CVS-15)

Randolph was among the eight ships and 40 aircraft participating in *Unitas IX* off the coast of Venezuela. This was the first time in nine years that a U.S. hunter-killer group participated in the annual naval exercise conducted by U.S. and South American ships. After the exercise, the group, under the command of Rear Admiral Charles S. Minter, Jr., visited Rio de Janeiro.

Other ships involved were USS *Gato* (SSN-615), USS *Vogelgesang* (DD-862), USS *H. J. Ellison* (DD-864), USS *Putnam* (DD-757), USS *E. A. Greene* (DD-711), USS *Stormes* (DD-780), and USS *Sabine* (AO-25).

WHEN COMMANDER *Fred S. Dunning, Jr., FDR navigator, learned he was to take the big carrier up the Elizabeth River from Norfolk to the naval shipyard, he went to HC-6 to enlist its aid (left). Arrangements were made to fly FDR's navigation personnel over the river in order to familiarize them with its peculiarities. Then Cdr. Dunning held a last-minute conference with Lt. C. K. Wilson, the UH-46 pilot, while personnel tended to their straps and buckles (center). Airborne (right) the passengers got a panoramic view of the river as they checked their charts. The trip covered their proposed course up the river to the shipyard.*

Shark Watch is now Established

Oceanographers Give Annual Totals

Airborne oceanographers of the U.S. Naval Oceanographic Office are closely watching sharks – the wolves of the sea – along the northern edge of the Gulf Stream. In a single year, 291 sharks were sighted, 140 of them during the summer months.

According to the Oceanographic Office, "The Navy's interest in sharks stems from the threat they pose to survival at sea. In addition, sharks, or organisms upon which they prey, may interfere with underwater sound-ranging operations used by the Navy for many purposes, including the detection of submarines."

Although the airborne oceanographers have found it difficult to identify most of the sharks, they recognize hammerheads by their unusual shape and certain other types by size. They estimate that the majority of sharks sighted range in size from four to 25 feet in length.

Stormfury Research Continues

A-6 Intruders Have a Major Role

U. S. Navy and Department of Commerce scientists are seeding hurricanes with silver iodide this year in a continuing effort to determine if the storms' violence can be lessened.

Intruders are used to release the silver iodide near the eyes of the storms while other aircraft, flying between 1,000 and 40,000 feet, observe and record conditions before and after seeding.

Since August 5, 14 aircraft from the Navy and two other government agencies have been maintaining a 48-hour-alert for hurricane seeding missions. This season's program ends October 15.

Project *Stormfury* began in 1961. Seeding experiments have been made on two storms: Hurricane *Esther* in 1961 and Hurricane *Beulah* in 1963.

Until last year, seeding was restricted to an Atlantic area through which an average of less than one storm passed annually. There were no suitable storms in the area in 1965 or 1966. For the first time in 14 years, no hurricanes passed through the test area in 1967.

This year's seeding area includes the southwestern Atlantic, the Caribbean, and the Gulf of Mexico, when there is a ten percent probability that the eye of the seeded storm will pass within 50 miles of a populated area in a 24-hour period.

Clouds near the eye this year are being seeded with silver iodide five times in an eight-hour period. They previously were seeded only once.

Dr. Robert M. White, Environmental Science Services Administration, and Captain E. T. Harding, Commander Naval Weather Service Command, are responsible for the program.

Captain R. J. Brazzell, C.O. of the Fleet Weather Facility, Jacksonville, Fla., is assistant director for the project and Navy project coordinator.

VAP-61 Gets Unit Commendation

Citation Covers a Four-year Period

Admiral Thomas H. Moorer, Chief of Naval Operations, recently presented the Navy Unit Commendation to Heavy Photographic Squadron 61 for its outstanding performance during the past four years. Commander Arch S. Thompson, squadron C.O., accepted award for the NAS Agana squadron.

The citation read, "During operations in SE Asia, while operating continuously night and day from numerous aircraft carrier decks and foreign airfields...VAP-61 obtained vital strategic and tactical [photographic] intelligence in support of naval and military operations in and over North Vietnam."

The Agana squadron and its detachments at Da Nang and Bangkok fly the RA-3B *Skywarrior*.

The commendation covers the period from June 1, 1964, to June 1, 1968. All personnel who served with the squadron during that time are authorized to wear the NUC ribbon.

Photo Contest is Announced

Seven Military Categories are Listed

The Office of Assistant Secretary of Defense (Public Affairs) has announced that the Department of Defense, in cooperation with the National Press Photographers Association, the University of Missouri School of Journalism, and the World Book Encyclopedia Science Service, Inc., will participate in the 1968 Military Pictures of the Year competition. This marks the sixth consecutive year for the competition in photojournalism.

Winner of the contest will be named "Military Photographer of the Year." Other categories are news, feature, pictorial, sports, personality/portrait, and picture story. Entries are restricted to those subjects relating to military life or activities.

All uniformed photographers or information personnel of the Army, Navy, Marine Corps, Air Force, and Coast Guard, including active-duty, full-time Reservists and National Guardsmen, are eligible to compete. The contest period is from January 1 to December 31, 1968.

Entries should be sent to: Military Pictures of the Year, Journalism Annex 27A, School of Journalism, University of Missouri, Columbia, Mo. 65201. Mailing deadline is January 10, 1969.

Copies of the contest rules may be obtained from Audio Visual Division, Assistant Secretary of Defense (Public Affairs), Room 2E777, Pentagon, Washington, D. C. 20301.

VX-6 Crew Saves Doctor's Life

British Plaque Expresses Appreciation

For saving a British doctor's life with a 1967 Antarctic-spanning flight in unpredictable weather, Air Development Squadron Six (VX-6) has been presented a plaque of appreciation by the British Antarctic Survey.

Commander Fred Schneider, former VX-6 C.O. and pilot of the ski-equipped LC-130F *Hercules* rescue plane, won the Distinguished Flying Cross for the mission. The crew was awarded Air Medals.

The 23-hour rescue mission ranged 5,000 miles with minimum navigation aids and required the first open-field landing in ten years on the hard-packed ice field at Halley Bay. British scientists outlined the runway with cocoa.

John Brotherhood, medical doctor at Halley Bay, suffered spinal injuries and a broken jaw last December 4 while on a field trip near the British station.

Two *Hercules*, one 400 miles behind the rescue plane to provide a communications link, flew 1,600 miles from McMurdo Station and back to evacuate the doctor. From McMurdo, another VX-6 crew flew him to Christchurch, New Zealand, for treatment.

Keeping Rangermen Informed

By Lt. Brian E. Gray, USNR

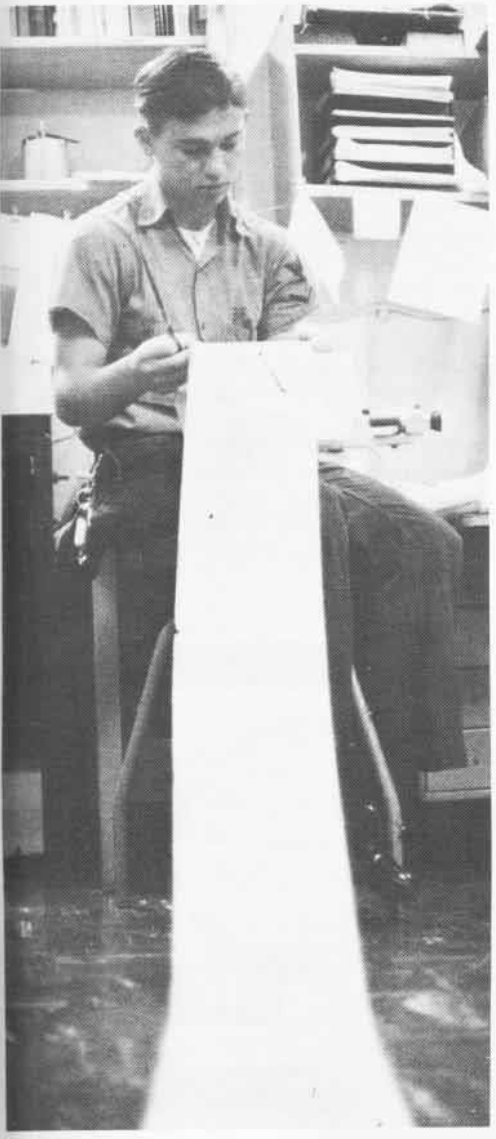
On a typical morning during a recent deployment, AN William T. Andrich of Denver showers, shaves, heads for breakfast, sips the day's first cup of coffee and scans the morning newspaper. It's a scene played daily throughout the world.

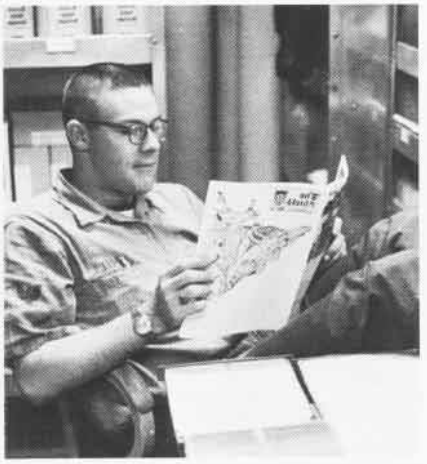
But on this particular morning, Andrich is not in Denver. He's aboard the USS *Ranger* operating in the western Pacific. His newspaper, the *Daily Shield,* is one of the ways *Ranger* keeps her men informed of events while they are at sea.

The *Daily Shield* isn't a slick, big city job, of course, but it does have similar features – comic strips, sports, and letters to the editor. There is a special brand of local reporting also; birth announcements and interdivision challenges are popular. One story reports that *Ranger's* automatic doughnut machine has cranked out its millionth doughnut.

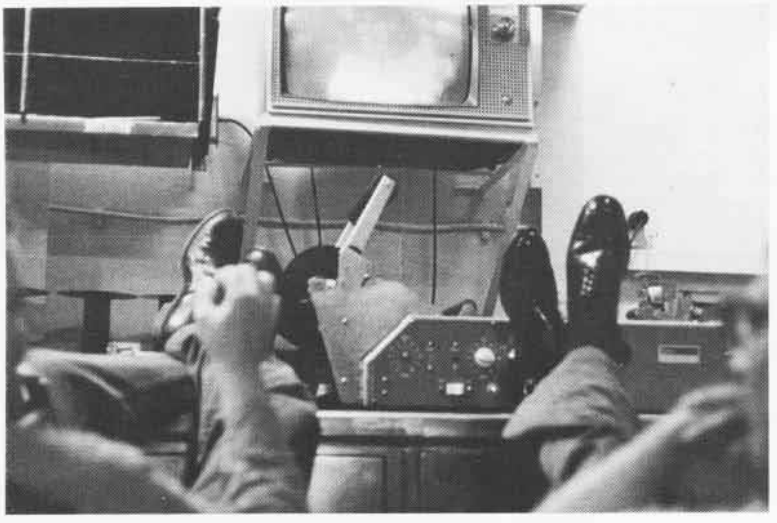
The 20-24-page *Monthly Shield* fills in the lighter aspects of shipboard life. Department and squadron stories are featured and shipboard activities receive prominent coverage. Photos of the girls back home, "Rangerettes of the Month," delight crewmen.

At sea, all news is not print-oriented, however. *Ranger's* closed TV station, KRAN-TV, provides filmed and live broadcasting. The station is wired to 165 TV sets in living and recreation spaces throughout the ship. KRAN also broadcasts to ships in *Ranger's* company; reception has been good to a distance of 20 miles.





NEWS IN PRINT *or via TV is provided daily when the USS Ranger is at sea. At left, JO3 Steve R. Bellow scans wire copy while editing the Ranger's Daily Shield, a six-page newspaper published for officers and crew. Above, left, JO2's William D. Riggs and Thomas D. Isenhart present current news over KRAN-TV, and, at right, PH3 J.R. Hill reads the Monthly Shield which features lighter moments.*



NAVAL AVIATION FILMS

The following motion picture films are among the latest released by the Film Distribution Division, U.S. Naval Photographic Center. They should be of particular interest to personnel in Naval Aviation.

KD-10566 (unclassified): *Armed Forces Vietnam Report #35.* U.S. air strikes against enemy infiltration routes in both North and South Vietnam; a joint service Recondo School training allied forces in reconnaissance procedures at Nha Trang; Operation *Game Warden* units block enemy movements on the waterways of the Mekong Delta and Rung Sat Special Zone; the battleship *New Jersey's* guns are test-fired off the Atlantic coast in preparation for Vietnam duty. The Kit Carson Scout Training Program for Vietcong and North Vietnamese defectors; explosive ordnance disposal unit operations throughout Vietnam; job of the weather observer at Air Force and Marine air bases in South Vietnam; a special civic action project in the Da Nang area (30 minutes).

MN-10432 (unclassified): *The Hunter-Killers.* Employment of ships and aircraft operating as a hunter-killer force (14 minutes).

Instructions for obtaining prints of newly released films are contained in OpNav Instruction 1151.1D.

CREDITS

The material for "Something Special" was designed and produced by Commander Ted Wilbur.

Through the cooperation of Commander H. G. Karsten, Public Affairs Officer for the Chief of Naval Air Training, submissions were made in two categories by the individuals listed below:

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The newly revised edition of *Wings for the Fleet* may be obtained by contacting the local Navy recruiters, Naval Air Reserve recruiting offices, or by writing directly to the U.S. Navy Recruiting Aids Division, Building 157-4, Washington Navy Yard, Washington, D.C. 20390.

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